

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

MISSOURI, KANSAS & TEXAS TRUST CO.,

Kansas City, Mo., July 7, 1896.

Publishers Manufacturers' Record, Baltimore, Md.:

Gentlemen—We have watched with much interest the effective work you are doing in attracting attention to the South, in aiding in its industrial development, and especially the Manufacturers' Record's successful efforts to awaken a widespread interest, both in this country and abroad, in the upbuilding of Southern ports as outlets to foreign markets for Western products. We would, therefore, take the liberty of suggesting that you publish a special edition to be devoted to the relation of Kansas City, as the central point between the West and South, to the development of direct trade through the natural and nearest outlet for Western products. This city is rapidly coming to the front as the concentrating point for a vast grain traffic destined for Europe through Southern ports, and the early completion of the Kansas City, Pittsburg & Gulf Railroad—the most important line that has been built during the late period of depression—will turn to the Gulf at Port Arthur an enormous Western export business and practically begin a real revolution in the Southern trend of Western trade.

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Yours very truly,

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THE FULL TABLE OF CONTENTS WILL BE FOUND ON PAGE 17.

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VOL. XXX.
No. 1.

Baltimore, July 31, 1896.



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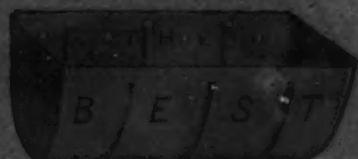
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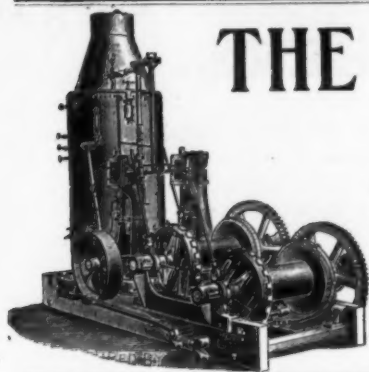
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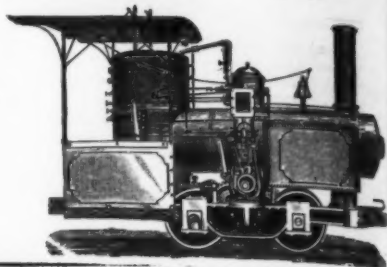
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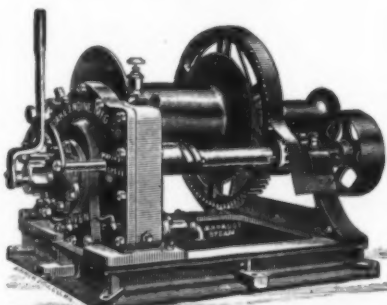
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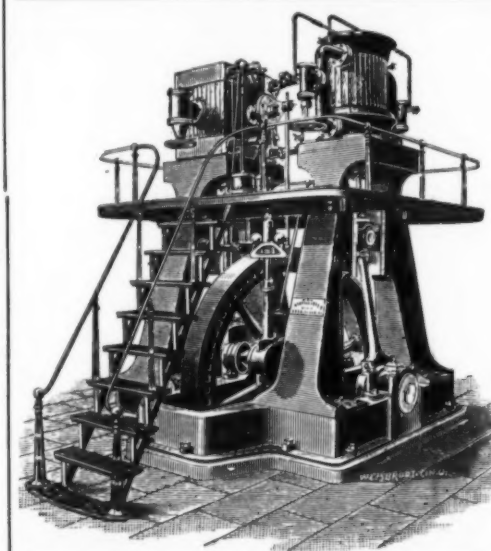
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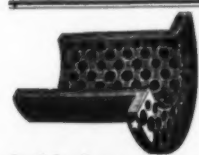
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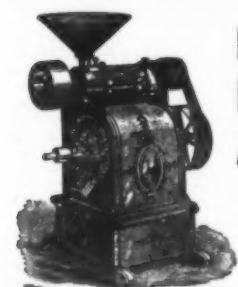


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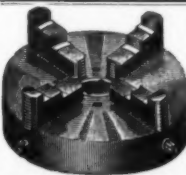
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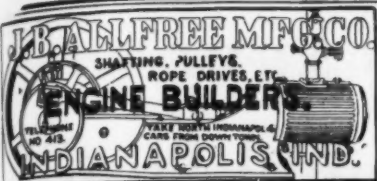
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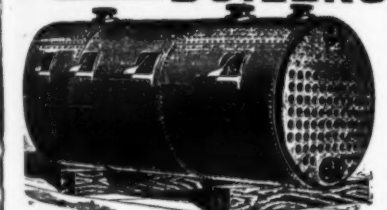
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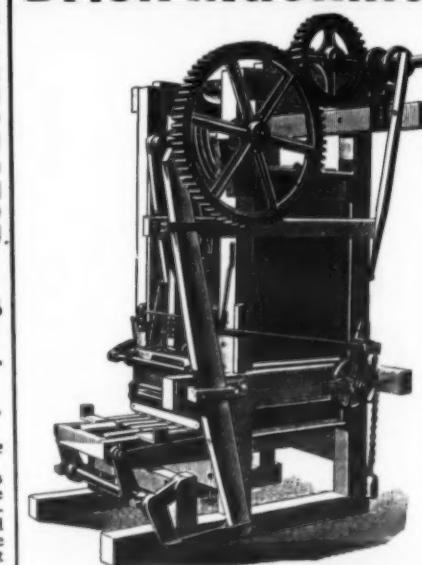
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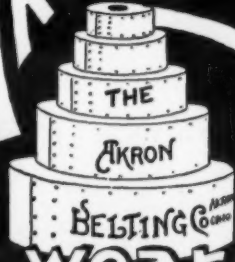
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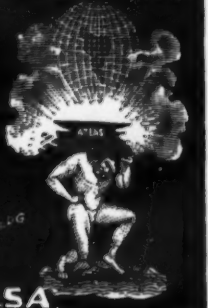
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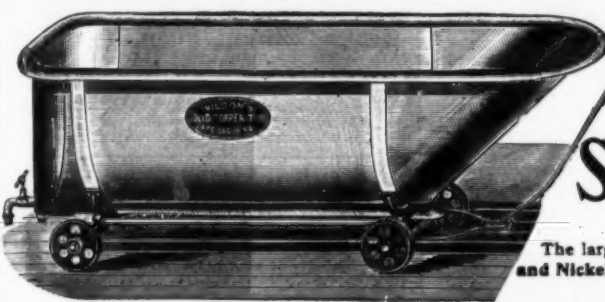
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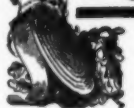
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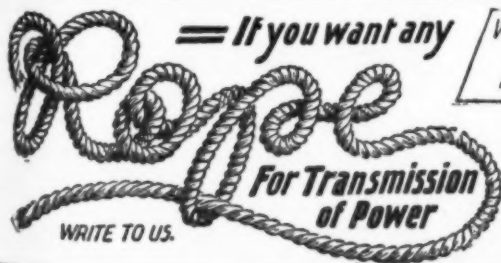
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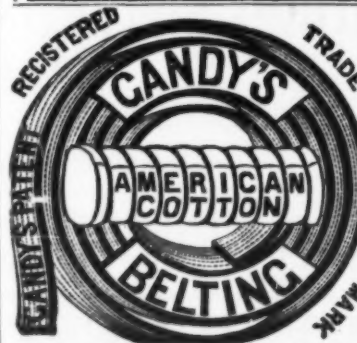
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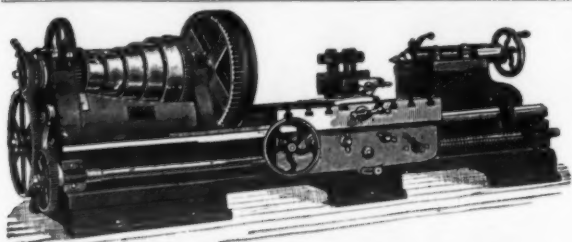
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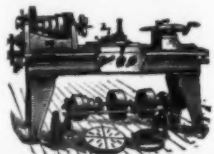
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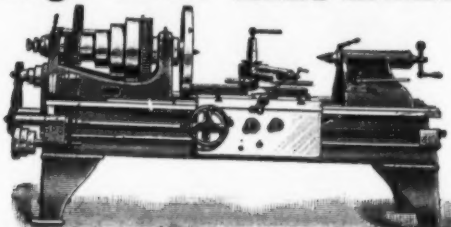
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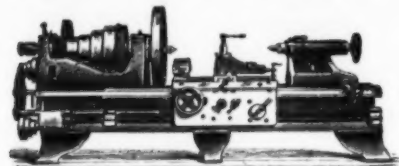
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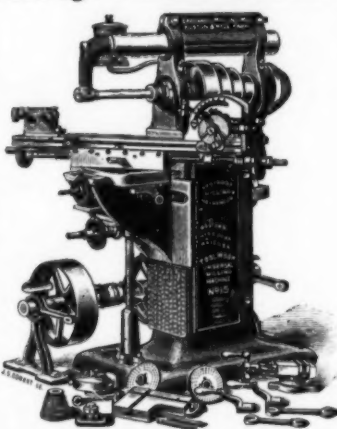


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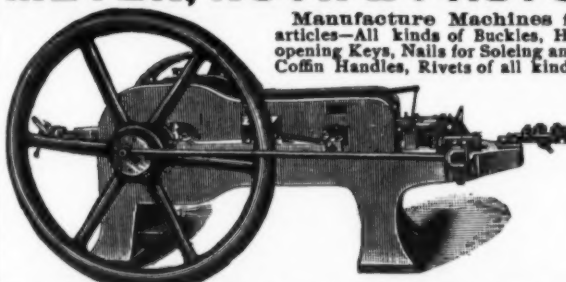
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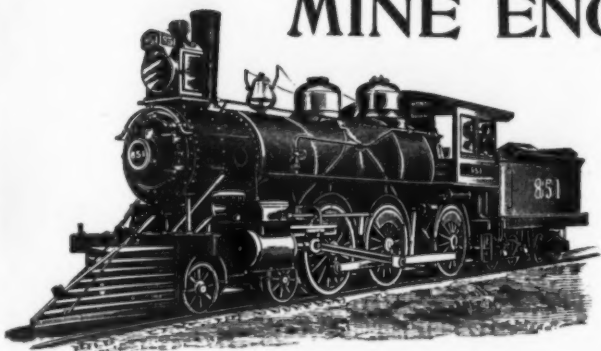
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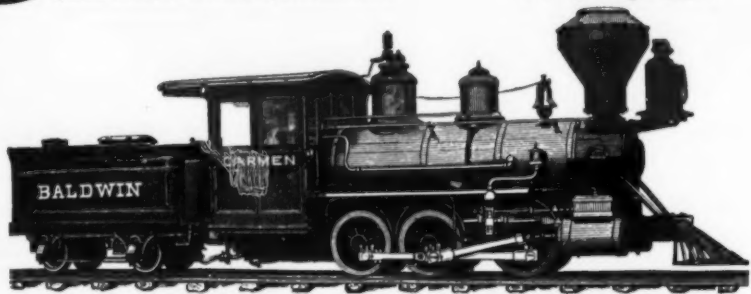
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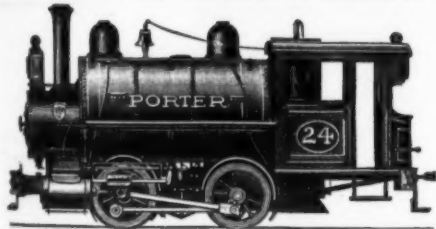


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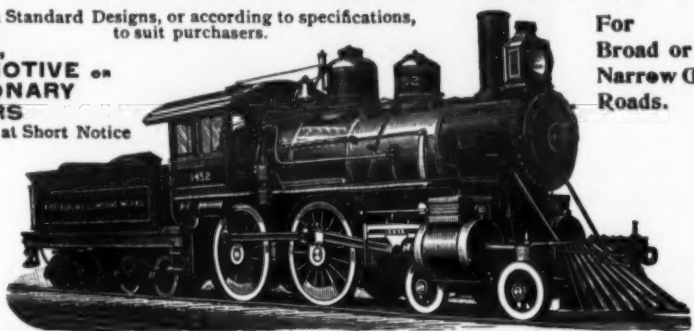
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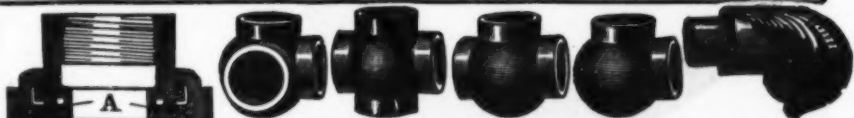
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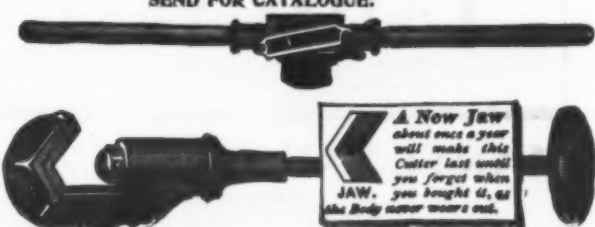
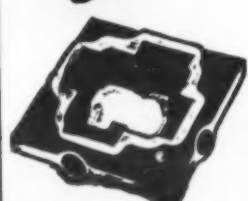
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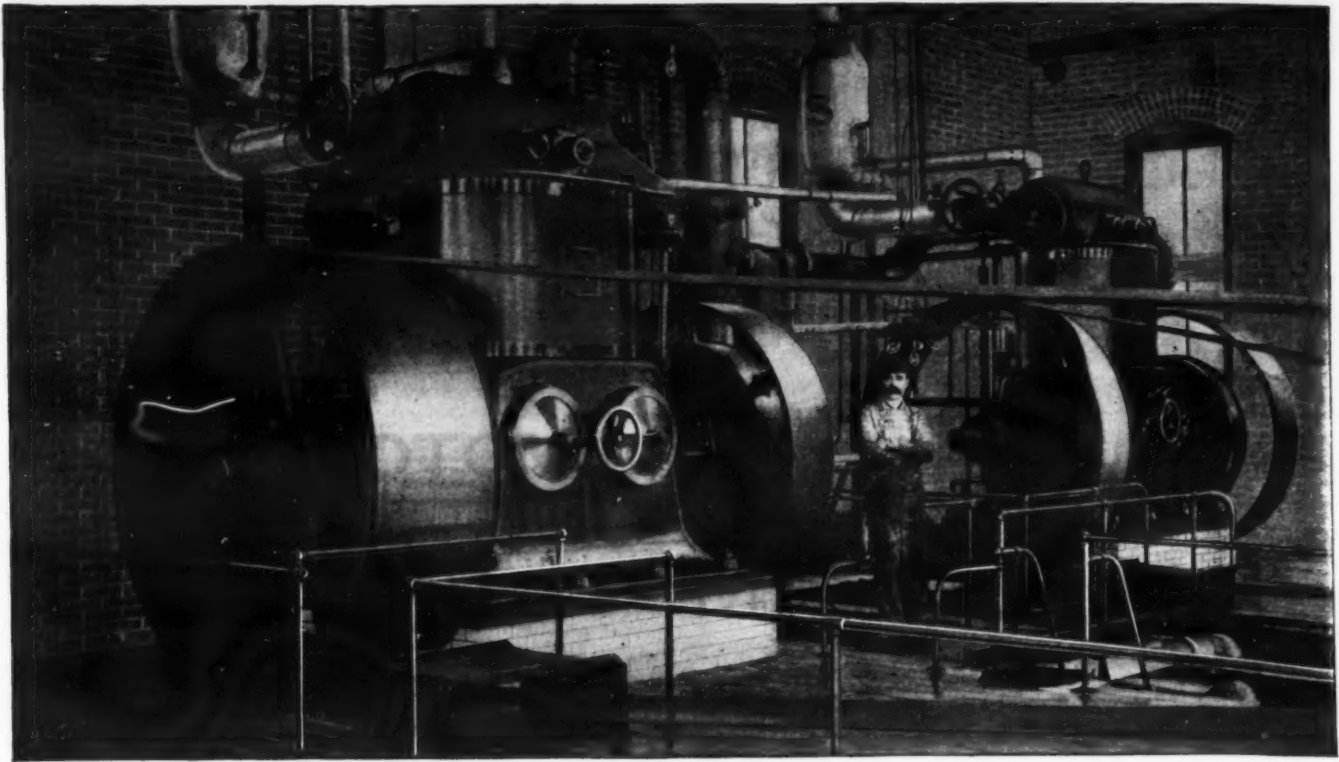
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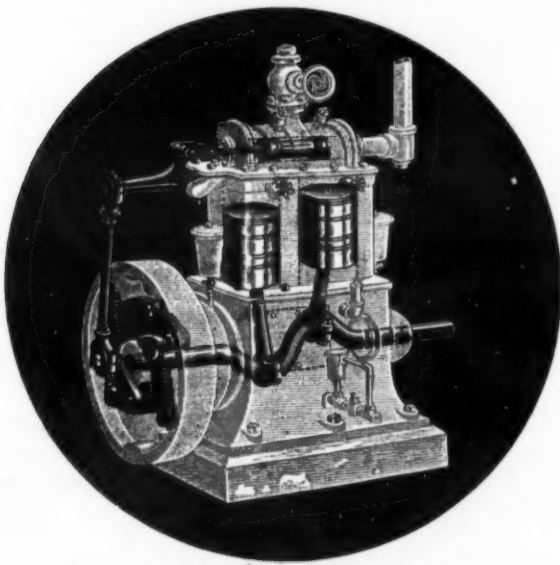
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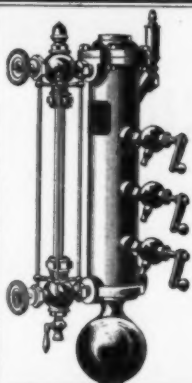
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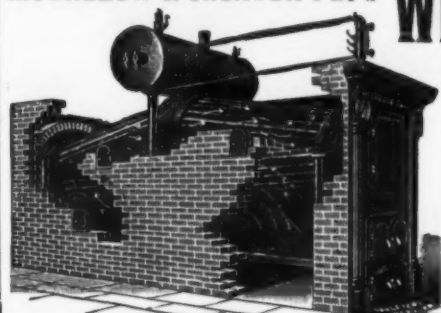
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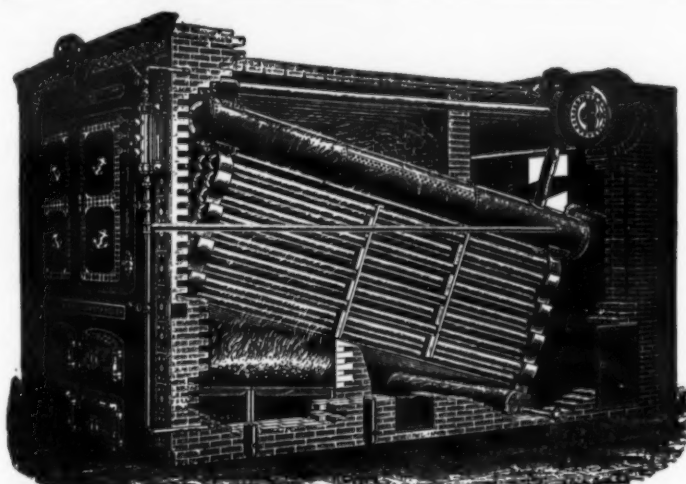
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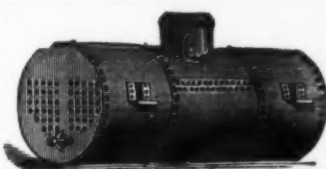
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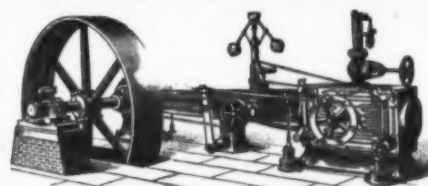
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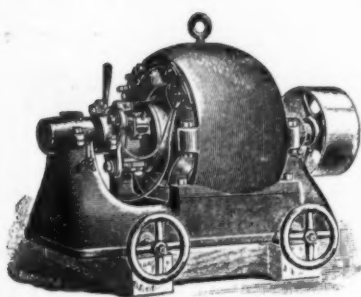
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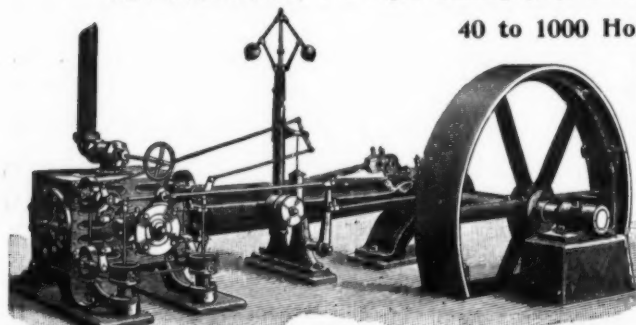
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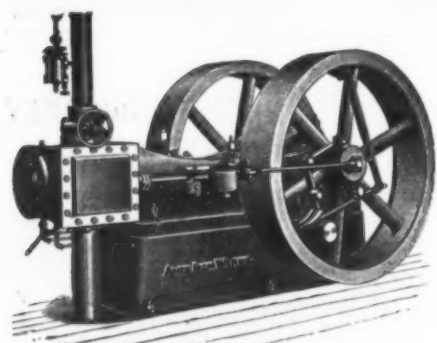
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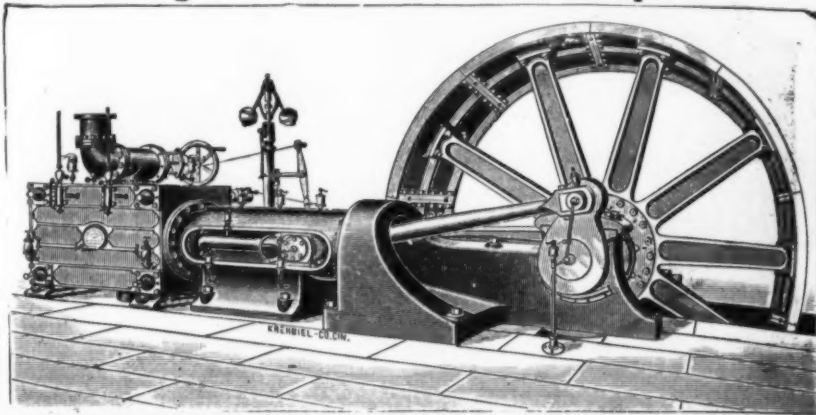


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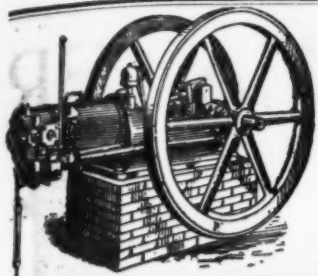
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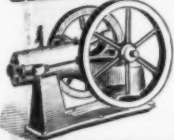
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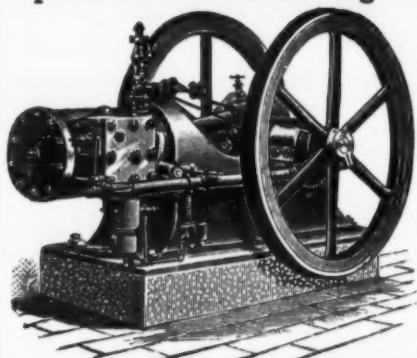
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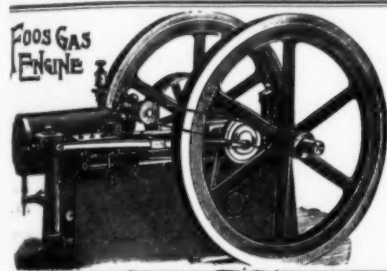
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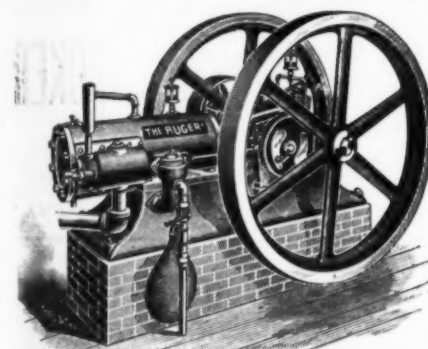
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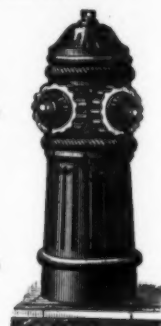
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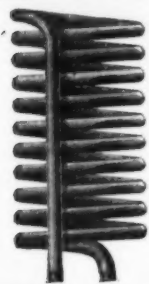
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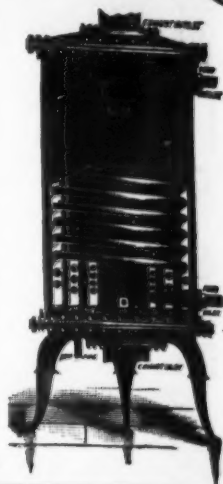
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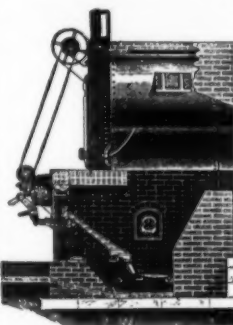
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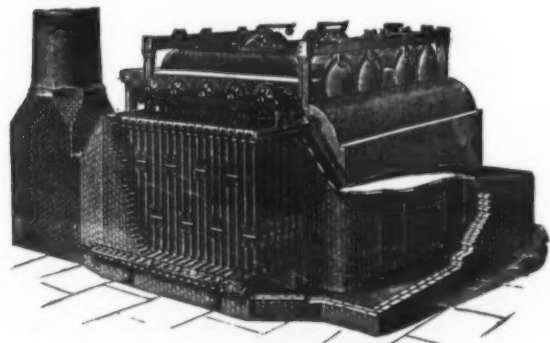
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Messrs. AUG. WOLF & CO., Chambersburg, Pa.

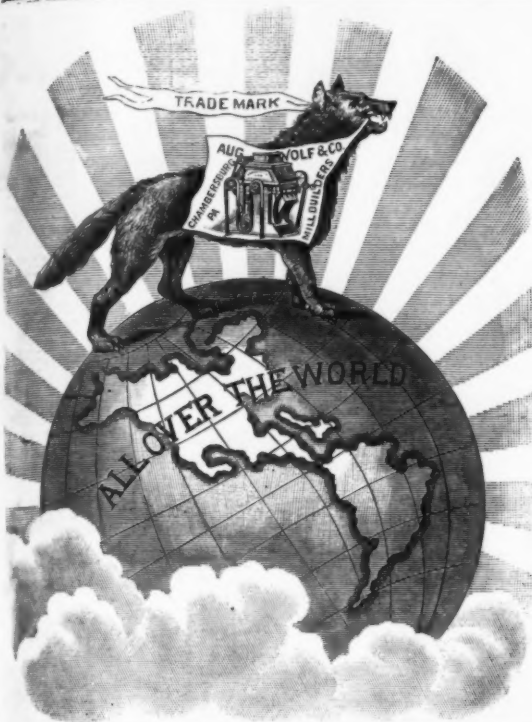
GENTLEMEN—We have your favor of June 24th, and in reply would say that we are well pleased with our 100-barrel mill built by you some time ago. Notwithstanding the large amount of flour bought by our merchants when so cheap, we are selling ours to the best trade in the city, and many who have tried it will use no other. The mill makes the guaranteed quantity without any trouble and we anticipate good patronage. Wishing you the success we think you and your mills merit, with best wishes, we are,

Yours truly,

FARINA ROLLER MILLS,
Per J. A. Mills, Pres.

AUG. WOLF & CO., Chambersburg, Pa.

Manufacturers of Flour Mill Machinery of every description and builders of Flour or Corn Mills of any capacity with guaranteed results.



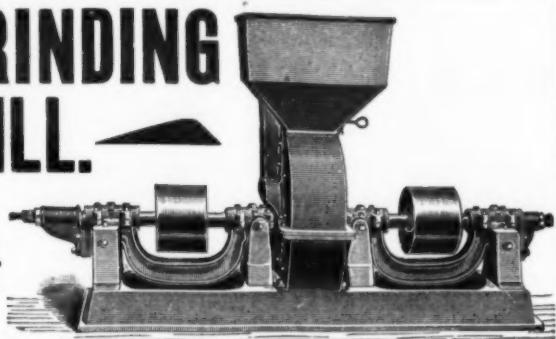
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CAPACITY:

3000 to 5000 lbs.

Feed Meal per Hour.



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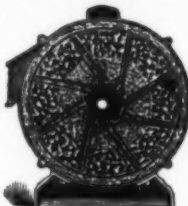
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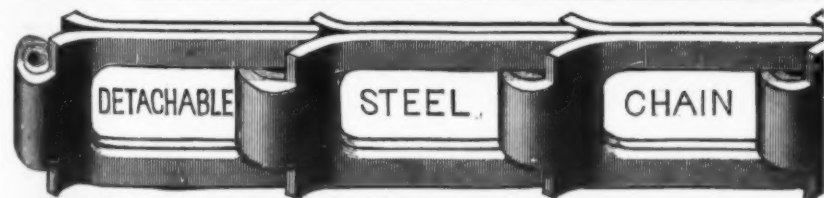
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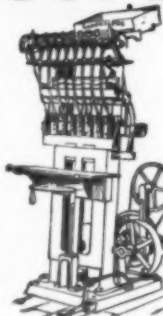
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Breweries.....	1	100	167,000	300,000
Candy factories.....	10	60	100,000	325,000
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Cider and vinegar.....	3	15	15,000	35,000
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Totals.....	159	5474	\$9,599,000	\$14,272,000

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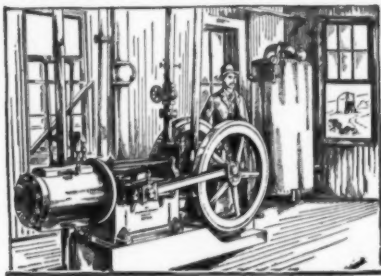
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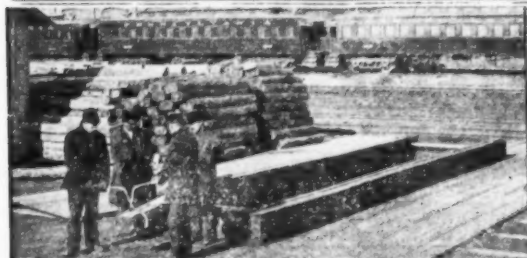
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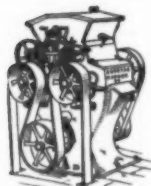
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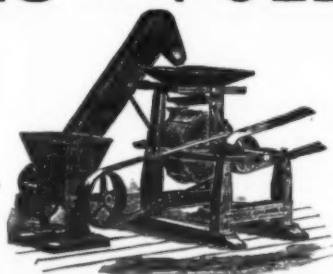


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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

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BALTIMORE, JULY 31, 1896.

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BALTIMORE, JULY 31, 1896.

An Important Announcement.

Many thousands of general investors, capitalists and manufacturers throughout the North and West and in Great Britain will have a clearer insight into the advantages of the South and a better knowledge of what it is accomplishing, through a series of special issues of the Manufacturers' Record to be published during the next twelve months, than they have ever had before. The value of these issues in attracting attention to the South cannot be overestimated.

The Manufacturers' Record has undertaken this series of special editions in order to make each one emphasize some striking feature of Southern advancement which could not otherwise be brought so conspicuously to public attention. It is proposed, in this series, to be issued during the next twelve months, to present to the world at large the most comprehensive outlines of the expansion of particular interests in the South. The very remarkable progress of the foreign trade of the South, so essential to the prosperity of the whole section, as outlined in the Special New Orleans Issue of July 17, will be followed next by one having as its central idea "Kansas City and the Gulf Trade," the aim being to show the influence upon Southern development of the concentration of railroad and business interests at Kansas City looking to the Gulf as an outlet to foreign markets. The foreign commercial interests have been taken up first because the increase of Southern commerce means the broadening and expansion of the whole business interests of this section, thus greatly strengthening the industrial situation and bringing about a well-rounded development. Following this will be several special issues covering other features of Southern upbuilding. Arrangements have been made to guarantee that these issues will have the largest circulation among manufacturers and capitalists and business men generally, in this country and abroad, of any publication ever issued in behalf of Southern advancement. Every manufacturer in the United States must necessarily be deeply interested in such a comprehensive plan looking to the

upbuilding of the whole South, and thus to an increase in the demand in this section for machinery and manufactured products generally. During the next twelve months regular advertisers in the Manufacturers' Record will have the benefit of this remarkable extra circulation without extra cost.

The Growth of Southern Commerce and Its Relation to Industrial Interests.

There is considerable excitement throughout the grain-growing districts of Kansas and adjacent States, owing to the active fight that is in progress between the grain-carrying railroads. The tendency of shipment seems to be almost altogether southward, Galveston leading at present, with heavy contracts being made throughout Kansas for exportation through Galveston and other Gulf ports, although the railroads leading to Chicago are working vigorously to try to carry the business to that point, as heretofore. It looks now as though the Rock Island road and others, that have heretofore been large carriers of grain from Kansas to Chicago, will have to give up the fight or else build towards the Gulf, in order to handle a fair share of the grain traffic. The Wichita Eagle, in giving some account of the situation, says:

If the Eastern seaboard wants to continue to do business with Kansas, it will have no time to lose, as Galveston is making inroads that will be hard to overcome. It is said that in Oklahoma alone the Rock Island road is short over 1000 cars of the amount needed for immediate use. * * * Of these 1000 cars everyone will be billed to Galveston. * * * The Rock Island road is the only sufferer. Instead of a 700-mile continuous haul to Chicago, it gets only about 200 miles to Fort Worth, for as yet it has no line to Galveston. An official of the road said: "I am convinced now that the West proposes to do business with the Gulf ports, and the day is not far distant when the Rock Island will be compelled to build direct to Galveston. They must do it in order to get the business. Before long Galveston will be doing the meat-export business for the West. Any man who has a grain of sense knows that the West has quit doing business with the East, especially with the export business."

This is only a confirmation of what the Manufacturers' Record has been preaching for the last five or six years. This development of Southern ports is one of the most important features of the business situation of the United States. Every man interested in the industrial progress of the South must rejoice at seeing the growth of Southern commerce even more than the building at present of new mills and furnaces. The development of the seaports of the South means great commercial and financial centres along the South Atlantic and Gulf coast, the opening up of new lines of transportation to foreign markets, and the consequent cheapening of freights to Europe and South America, and the increase of railroad facilities between the West and the South. In this way the foundation is being laid for an industrial development along the lines of the roads connecting the South and West

such as we now see in Pennsylvania, New York and Ohio along the lines of the railroads that have heretofore done the carrying business between the East and the West. The prosperity of the railroads between the South and the West, to be brought about by the growth of foreign trade, means a vast increase of industrial development, the quickening of every business interest, the growth of financial institutions, the increase of immigration, and a diversity of employment and an ever-advancing wealth such as New York, Pennsylvania and Ohio have for so many years been enjoying, largely by reason of the magnificent railroad facilities which they possess. These railroad facilities have largely come through the enormous expansion of trade between the West and Eastern seaports. That the South is now to share in this development, and to gain a full proportion of the steadily-expanding volume of our foreign commerce, means more for the industrial interests and for the well-rounded advancement and prosperity of this whole section than can easily be estimated.

A Grain Elevator at Charleston

The South Carolina & Georgia Railroad Co. contemplates the remodeling and enlarging of a building originally constructed for a rice elevator so as to change it into a modern grain elevator, with a storage capacity of about 200,000 bushels. The cost of the improvements will be about \$10,000.

This is another important improvement looking to furnishing facilities for handling grain at Southern ports. Charleston now follows the lead of Norfolk, Port Royal, Mobile and other ports that within the last year or two have begun to assume considerable importance in grain-handling business. Added to the grain traffic of Newport News, New Orleans and Galveston, the development of grain-shipping at these ports will largely help to swell the volume of foreign trade through Southern ports. The activity displayed in Charleston, looking to the upbuilding of its commercial interests, is one of the striking illustrations of how the older cities of the South are coming to the front. Charleston is making rapid progress toward a commercial future of great promise. A few months hence this will be very clearly seen.

It is claimed that Mr. Tesla has at last succeeded in so reducing the cost of transmitting electricity that under his system electric power can be carried for a long distance with commercial economy on copper wire, even to the extent of 20,000 horse-power. The New York correspondent of the Philadelphia Press claims that leading capitalists have thoroughly satisfied themselves of the feasibility of the undertaking, and are now arranging under this system to carry electric power from Niagara to the city of New York for commercial use.

A Disgraceful Episode.

The New York Journal of Commerce of last Monday, in its leading editorial, told a tale of rascality that, had it appeared in any other less conservative journal, would have been received without credit. The Journal of Commerce states that the threatened panic of week before last, when values melted away by millions, was not due to the condition of the Treasury, as many had supposed, nor to the work of professional "bears," but to a conspiracy of a few men of the highest reputation and of unlimited wealth, who purposely brought about the panic in order to buy in stocks. As a matter of history it is well to quote the words of that paper. It says:

The chief operators were men who, under the late dubious outlook, had sold freely of their large holdings, and wished to recover their stock at the lowest possible prices. They were speculative millionaires, their coadjutors and friends, stock-dealers of the highest grade of potency, and expert manipulators of the market. Men controlling large corporations, and with influential bank connections, were in the forefront of the assault. Their united wealth and control of capital amounted to hundreds of millions. To those conversant with Wall-street affairs, it is only needful to note last Monday's transactions in the leading speculative stocks in order to ascertain the personnel of the operators. The attack appears to have been a virtual conspiracy. The plan of operations bore evidence of a joint understanding and a common purpose. How far it was intended to carry the mischief may be inferred from the fact that the attack was pushed to the verge of desolating panic, and was prevented from going to further lengths only by the intervention of the banks with special arrangements to shield the Treasury.

It is no secret that among the assailants were citizens accustomed to blend politics with large speculative operations. Men who stand high in party councils, who distinguished themselves at the late national conventions, and who have figured conspicuously before the country as valiant opponents of the free-coinage heresy, are credibly reputed to have been in the ranks of these millionaire raiders, both political parties having been equally represented. Herein lies one of the most interesting phases of this extraordinary feat of buccaneering speculation. The facts reveal a depth of financial venality which we had scarcely been prepared to expect even in the moral slums of Wall street. We have heard of members of Congress and of high politicians speculating on the fate of sugar bills and on the mysteries of tariff legislation and on the secrets of administrative departments; but it is at least something new that men who are leaders in protecting our money system should employ themselves in creating panics and endangering the ability of the Treasury to maintain gold payments. How near these high politicians, with their millionaire associates, came to succeeding in their attempts to create a serious crisis may be inferred from the fact that, in order to restore the confidence they have destroyed, the banks have deemed it necessary to contribute \$20,000,000 to the Treasury gold reserve, while the foreign bankers have intervened to stop gold exports by issuing, if needs be, \$75,000,000 of bills of exchange. These grave precautions are due almost exclusively to the attempt of this millionaire combination to supply themselves with stocks at panic prices. It is a sorry discouragement to the true and faithful men, who are sacrificing much to protect our financial interests, to find that even among their collaborators in the cause of sound money there are those who are ready to turn a

great national danger into an occasion for increasing their private wealth.

It is necessary to call public attention to these scandalous operations in order to correct the impression that the events of last Monday were due to real apprehensions and distrusts among holders of securities at large. The transactions of that day were a blow to public confidence as damaging as the conclusions of the Chicago convention. Fortunately, the banks and the foreign bankers have done all that was possible to repair the mischief inflicted. But both here and in Europe there is a large mass of investors whom no explanations about the conspiracy will reach, and there is little possibility of restoring the shaken confidence of that class.

The Journal of Commerce has so described these men that suspicion will fall on at least one or two well-known public men, but the Journal owes it to the public that the names of all who are known to have been in this conspiracy should be made public. Of what avail will all efforts for a settlement of the uncertainty as to our currency be when confronted by such gigantic swindling operations, bringing misery to thousands, carried on by men who pose as public-spirited, high-minded statesmen and business men? Nothing ever charged against Wall street by the silver people equals this calm and yet fearful denunciation of a few of its leaders by the foremost financial paper of America. These wreckers of business, who disgrace civilization, and disgrace every profession of business morality that they make, disgrace their country, and give cause for much of the discontent throughout our land, are the accursed agents for breeding anarchy. When honest business men, manufacturers and others are striving to build up this country, to increase its prosperity and increase the demand for labor, and strengthen its credit at home and abroad, these prating hypocrites, who profess to be much concerned about our credit, are engaged in such a conspiracy as this. Who are they? Will the Journal of Commerce have the courage to publish their names?

Charles McNamee, attorney and general manager of the Biltmore Estate, North Carolina, in a letter to the Manufacturers' Record, says:

The statement in the New York papers of recent date that Mr. Vanderbilt purposed inaugurating a school of forestry at Biltmore is entirely erroneous. Students of forestry come here and study on the estate under the direction of the resident forester, and acquire not only scientific but practical knowledge.

It is estimated that there are 20,000,000 men in this country who work for salaries or wages.—Financial Letter of Hambleton & Co., Baltimore.

A few million more or less may not amount to much, but it is well not to go too wide of the mark. If the salaried and wage-earning men number 20,000,000, it will be necessary for the census to about double its figures for our total population.

Alabama is shipping iron pipe and pig iron to Boston. Boston is sending money to Alabama to build two large cotton mills, one at Anniston and one at Cordova. Thus the good work goes on. The South is steadily expanding its industrial interests, pushing its finished product into Northern and foreign markets, and New England, seeing the opportunity for profitable investment, is putting its money into this section. Despite politics, the South goes steadily along. What an advance there will be when business once more becomes active throughout the country. Since 1891 we have been passing through a periodical depression that,

judged by all the past, must give way to prosperity in 1897. If the South has done so much during this time of depression, what may we not expect when prosperity comes again.

Increase in Prices for Sulphur and Its Effect in the South.

Advance sheets of the July number of consular reports have a statement from Louis H. Bruhl, American consul at Catania, Italy, reporting a scheme for the establishment of an Italian Sulphur Trust. The principal movers in this scheme are Baron Oppenheimer, a prominent banker, of Paris; Commander Florio, of the Florio Steamship Co., Palermo, Sicily, and Alexander Maccomb Chance, of Birmingham, England. Mr. Chance is the inventor of the English method of manufacturing "recovered brimstone" from the residue from the manufacture of soda.

This company—the Societa Anglo-Siciliana—was to have a capital of \$5,000,000, one-half to be paid up at once. The company was to be definitely organized when as many of the Sicilian producers as furnish four-fifths of the annual sulphur output had signed the articles of agreement. The purpose these organizers have in view is to obtain such control of the Sicilian output for a term of years that they can regulate sales and prices and guarantee to the mine-owners an advance price, fixed for a term of years, while at the same time securing large profits to the company from its monopoly. The agreement with the producers covers a term of five years, with the privilege to the company of renewal for a second period of five years. In these contracts with the producers the company becomes the sole purchaser of all the products of the signers, and it is stipulated that the company shall have the right to dictate a decrease of production, up to 18 per cent., should the annual output exceed the demand.

As there has been a long-continued depression in the sulphur districts of Sicily, caused by overproduction and resultant low prices of brimstone, the Sicilian miners were glad to embrace this chance to better their business. The Manufacturers' Record learns that this deal was closed in London last week, and that the Societa Anglo-Siciliana is now fully organized and ready to commence operations on the plan reported by Consul Bruhl.

In his report to the State Department Mr. Bruhl said that the direct effect of the movement had been, at the time he wrote, to advance the prices of brimstone 10 per cent. within two weeks, and that should the company be organized a further advance would undoubtedly be made. He thought the one difficulty the company would encounter would be the increased production from pyrites, of which it would not be able to acquire the control.

The following, from the Corriers di Catania, May 28, 1896, are statistics of the exports of sulphur obtained from the Italian revenue office: "The sulphur exported from Italian ports to foreign countries during the first four months of this year were 166,601.5 tons; in 1895, 120,766.3 tons; in 1894, 115,477.8 tons; in 1893, 141,656.3 tons; in 1892, 117,041 tons. The greatest exportation was to North America, reaching 61,236.8 tons, against 22,121.7 tons in 1895, 28,131 tons in 1894, 44,046.7 tons in 1893 and 24,381.6 tons in 1892."

The establishment of this monopoly will undoubtedly give an impetus to the production of sulphur from pyrites in this country, and stimulate the Louisiana and Texas developments, of

which mention has lately been made in the Manufacturers' Record. As stated two weeks ago, the higher prices of sulphur have caused a decided increase in the demand for pyrites in the Arminius district in Virginia, and the large mining company operating there expects to make the heaviest summer output in its history this year. These facts should cause increased attention to be given to the development of pyrites properties in the South.

Concentration of Railroads Around Hampton Roads.

Recent events indicate that the region around Hampton Roads, including Norfolk, Portsmouth and Newport News, is destined in the near future to attract the attention of the business world. It is difficult to imagine a situation more admirably adapted for rapid increase in trade than that of the cities that centre around Hampton Roads. Of this point, Commodore Maury, the noted geographer of the seas, nearly half a century ago, said:

Naturally, both in the geographic and military point of view, Norfolk, with Hampton Roads as its lower harbor, and San Francisco, inside of the Golden Gate in California—one on the Pacific, the other on the Atlantic—are the most important maritime positions that lie within the domains of the United States. Each holds the commanding point on its sea-front; each has the finest harbor on its coast, and each with the most convenient ingress and egress for ships; each as safe from wind and wave as shelter can make them; nor is access to either ever interrupted by the frosts of winter. In the harbors of each there is room to berth not only all of the ships of commerce, but the navies of the world also.

The truth of this brief but brilliant description of the advantages of Norfolk and the adjacent towns is now being verified in the rapid advancement of the industrial, trade and foreign commercial interests of this section. It is a unique combination possessed by Hampton Roads. Here are found magnificent hotels, the Hygeia, the Chamberlain, the Princess Anne and others, that annually draw thousands of the wealthiest tourists of the country to this section, winter and summer. Here are two of the largest ship-yards in the country, one at Newport News with nearly \$9,000,000 of work now on hand, and the other the government shipyard and dry-dock at Portsmouth, admirably equipped for heavy work.

Around Hampton Roads is found a concentration of railroads scarcely equalled in some respects in the country. Starting with the Pennsylvania system, which reaches Norfolk through its Peninsular and ferry line, around by Hampton Roads, we strike the Chesapeake & Ohio, leading out into the coal and timber regions of West Virginia and into the great grain districts of the West and Northwest; then the Norfolk & Western, striking into another portion of the same West Virginia coal and Western grain regions, bringing to Norfolk about 2,000,000 tons of coal a year, and now becoming an important grain-carrying line; then the Atlantic & Danville, from Portsmouth to Danville, a road that must in the near future be extended by a direct line, or by some new connection, into an unoccupied part of the West Virginia coal and timber territory of almost unequalled wealth, which when opened up will pour into Hampton Roads a traffic as great as the Chesapeake & Ohio or the Norfolk & Western now handles; then the Seaboard Air Line, with its 1000-mile system draining a rich territory, rapidly developing through the active work of this enterprising company, and bringing to Norfolk a vast amount of cotton and other

traffic; then the Southern Railway, now building vast terminal facilities at Norfolk and making it the Atlantic seaboard outlet for traffic business from its own and allied lines, amounting to probably 8000 or 10,000 miles; then the Atlantic Coast Line and a number of smaller roads, all concentrating at Norfolk, bring about a railroad influence and railroad power for development that can scarcely be measured. The full force of this wonderful concentration has not yet been generally appreciated.

With one hand extended to the interior, drawing traffic from the cotton regions of the South, the coal, iron and timber districts of the Virginias, the great grain and provision regions of the West and Northwest, Norfolk, Portsmouth and Newport News stand with their other hand extended to the ocean as an outlet by sea to all the vast business that can be concentrated by their great railroad systems. With fifteen or twenty steamer and steamship lines, coastwise and foreign, they have ample facilities for handling by water all of the trade and traffic that can be brought by railroads, and their railroads can distribute through the South and West all of their coastwise and foreign imports. Their advantages for manufacturing, their attractions for homes, the increasing tourist and transient travel, as indicated by the magnificent \$1,000,000 Chamberlain Hotel lately opened at Old Point, and by the preparations now being made for building a \$500,000 hotel at Norfolk, added to all of their other advantages and attractions, not only indicate, but give absolute assurance that this Virginia "City by the Sea"—and this includes Norfolk, Portsmouth, Hampton and Newport News—must in time become in effect one vast commercial city, rivaling in the extent of trade and wealth many of the foremost commercial cities of the world.

How One Southern Town Grows

At a recent annual meeting of the Business Men's Association of Greensboro, N. C., President Cobb delivered an address, from which the following is taken:

During the year 1895 and up to the present time, three tobacco factories, one carriage factory, one sash and blind factory, two cotton mills, two patent-medicine factories, one bed-spring factory, one fence company, one stove and box factory, two cigar factories, one hammock factory, a varnish works and a mattress and lounge factory have been started. In addition to these, a fire insurance company with \$100,000 capital, eight tobacco stores and fifteen other mercantile enterprises have begun business.

In the same period a four-story tobacco factory, two brick warehouses, the Proximity Cotton Mills, eight buildings for mercantile purposes, three schoolhouses, have been built, besides 150 residences. Additions have also been made to several factories and warehouses.

This is certainly an excellent showing. It illustrates what Southern towns can do by energetic work.

Following a Good Example.

The Galveston News, one of the principal papers in the Southwest, makes the announcement that hereafter it will print monthly a condensed special report from each county in Texas of the progress that is being made in agricultural and industrial matters. The information will be especially for home-seekers, investors and business men.

As a reason for this determination, the News states that business men want facts and figures. The Manufacturers' Record is pleased to note that such an influential paper as the News has determined to devote less space to

sensational happenings and more to solid facts relative to the progress of the South. The News is beginning to do what the Manufacturers' Record has done for nearly fifteen years. Not only Southern people, but Northern people are interested in the South to such an extent that the details of new enterprises, colonization projects and other Southern development in general are sought for and eagerly read. Many other papers might follow the example of the News with profit to themselves and to the South.

Conservatism Needed.

While we believe that silver is going to meet its Waterloo in November, still, even if it should triumph, we still maintain that we are emerging from the slough of despond, for after the first spasm is over free silver will result in inflation all along the line. Therefore, for a long pull, this is the time to think of buying stocks, and not of selling them. In this connection, it is pertinent to remark that the panic that everyone expects seldom, if ever, comes. Just now everyone is reefing sails and sailing close to the shore. Ask them why and they reply, "Oh, if silver triumphs at the elections we are going to have a great big panic."

Now, panics never come under such conditions, for the simple reason that credit has been curtailed, merchants are not loaded up, and, consequently, weak spots have been eliminated. And so with free silver; if it should come, which we do not regard as at all probable, the transition to a free-silver basis would be accomplished with far more ease and facility than many believe possible.—Boston Commercial Bulletin.

The foregoing, from one of the most conservative financial papers of New England, is worthy of thoughtful consideration, though contrary to the generally-accepted statement of the situation. The Manufacturers' Record has never believed in the policy of depicting the effect that may arise from some political action in such a strain as to convince the credulous that unless our side wins the country is absolutely and wholly lost. Both sides in the present currency fight are resorting to mis-statements in order to excite fear of overwhelming business disaster if the other side wins. Much of this is wholly unjustifiable. Nobody, except a few fanatical cranks, who are using the occasion to push themselves into public view, is seeking to destroy the government or its credit, and nobody is seeking to enslave the masses. There are some anarchists who would destroy the government if they could, and there are some men in Wall street who are worse than the worst anarchists, but these are exceptions. With these few exceptions, the people generally are honestly anxious to know what is the truth, and, considering the amount of ignorance prevailing, there is much need for seeking the truth. There are nearly four months for discussion and investigation before the election. Is it to be supposed that the American people cannot in that time be convinced by arguments and facts as to what is right, but that they must be driven by the most outrageous falsehoods, that carry the proof of their falseness on their very face? A prominent speaker, for instance, lately predicted the suspension of every financial institution in the country should free silver win. Nothing could be more unjustifiable than this, and no man honestly believes any such thing. It was simply one of the wild exaggerations of heated political speeches, but that does not excuse it, for if people believed it they would, not knowing what might happen in November, at once begin to distrust every bank in the country, for this speaker said they would all fail if silver won. Other men are picturing

the people of Wall street as a set of grasping money lenders without conscience, striving to enslave the masses. Neither statement is true, and the honest man knows that it is not. This wild, excited talk has much danger in it. Enmity of the great masses against the rich is aroused, and unless this is stopped we will develop in our country a growing hostility that cannot easily be obliterated. There is really no reason why business should halt because of this discussion, though uncertainty naturally affects some branches. We know that prices cannot well go lower; that if gold wins, there is not likely to be any decrease in values, but, on the contrary, a spurt in investments and in industrial matters that will bring higher prices generally; and it is also admitted that free silver would mean higher prices, its strongest opponents saying that it would be quickly followed by higher prices for nearly everything except labor. Under these circumstances, knowing that in neither case can prices decline, there ought to be a basis on which to press a steady conservative business without anticipating the utter ruin of the country and all its business interests. The Manufacturers' Record does not believe in the policy of being an alarmist. On the contrary, it prefers to urge a conservative line of thought, that the country may be prepared for whatever shall happen, and that animosity may not be engendered. This, we take it, is about the view advocated by the Boston Commercial Bulletin, a conservative but untiring advocate for gold.

Since the foregoing was written the Iron Age has appeared with a somewhat similar view. The Age says:

The point may not have presented itself to the trade generally, but it is becoming apparent that the low-priced period through which we are passing is destined to change, no matter which party triumphs at the polls in November. If the advocates of a gold standard prevail, the impetus given to business by the restoration of confidence, both among domestic and foreign capitalists, will necessarily stimulate the demand for iron and steel, and thus strengthen values. On the other hand, the triumph of silver and the depreciation in the currency standard will ultimately cause an advance in all merchandise, depending upon the amount of currency inflation or silver depreciation.

And the Boston News Bureau, a daily financial journal, says:

It is difficult to see why investors should part with their holdings, even if they fear that silver will win, unless they are to cease being American citizens. There may be a choice in investments. The railroads would probably suffer more than the industrials if Bryan should be elected. A depreciated currency would immediately inflate the prices of products and manufactured goods, but State legislatures have fixed the charge per mile that transportation companies can impose, and the people would probably resist any advance in that direction.

WHAT THE PEOPLE THINK.

Letters About the New Orleans Edition of the Manufacturers' Record.

Curtis & Walmsley, real estate, auctioneers and general agents, New Orleans, La.: "We are in receipt of the Manufacturers' Record containing the special New Orleans supplement. This is a magnificent exposition of conditions in Louisiana, and New Orleans in particular. That this State and city will reap a great benefit from the publication there is no doubt, and we wish to add our unstinted praise to the many others which you have no doubt received. It is estimated that the Illinois Central Railroad has settled more than 1200 families from the North in Mississippi and Louisiana in the last three years. We believe that the issue of the Manufacturers' Record of the 17th inst.

will be instrumental in locating as many more in this State."

W. W. Duson & Bro., real estate, Crowley, La.: "The copy of the Manufacturers' Record for last week is splendidly gotten up and cannot help but be of great use and benefit to New Orleans, as well as to the entire State of Louisiana. You are to be complimented upon this edition of the Manufacturers' Record, if you never were before upon any special edition, as it is certainly a splendid piece of work."

A. W. Swanitz, chief engineer the Security Construction Co., building the Charleston-Macon Railway, Charleston, S. C.: "I have read with much interest your issue of the Manufacturers' Record, containing the New Orleans supplement. You have certainly more than fulfilled your promise, and I cannot but admire both your spirit of enterprise and your eminent ability as an advocate of Southern resources."

Harry Allen, president State immigration board, New Orleans, La.: "I have carefully looked through the special New Orleans edition of the Manufacturers' Record, and find it a comprehensive and conservative exposition of the conditions in this city, and those who desire reliable information as to the controlling influences and a clear indication of the future prospects need only study this edition of the Manufacturers' Record. The edition is so satisfactory from a New Orleans standpoint that I am prompted to commend you for this evidence of enterprise, as well as the systematic manner in which the material was collected."

McCloskey Brothers, New Orleans, La.: "The special New Orleans supplement is gotten up with care, and reflects credit on your valuable journal."

G. A. Lane, Cedartown, Ga.: "The Manufacturers' Record's special New Orleans issue, containing the 'ad.' came to hand, and I was very much pleased with the magnitude of your work and its great value to the South. We of the South appreciate your generous efforts."

W. G. Wilmot & Co., coal merchants, New Orleans, La.: "We are much pleased with the supplement as a whole, and trust the result may be as satisfactory to you as it is likely to prove beneficial to New Orleans."

Raymond, Stearnes & Gray, electrical engineering, manufacturers' agents, electrical contractors and general supplies, New Orleans, La.: "We note receipt of your excellent paper, with special New Orleans issue. We have found same very interesting, and think it will do a great deal of good."

The New Orleans supplement of the Manufacturers' Record, Baltimore, is a notable number of that excellent publication, and is worthy of every compliment bestowed upon it.—New York Financier.

The Baltimore Manufacturers' Record is doing a great work for the South. In addition to its regular showing of improvements in various sections of the South, the last issue contains forty-six pages devoted to New Orleans. The matter is of exceptional interest, and our great Southern seaport has never had a finer write-up of its progress, advantages and resources.—Rome (Ga.) Tribune.

The Manufacturers' Record, of Baltimore, Md., issued a magnificent edition last week descriptive of New Orleans, its advantages as a seaport, etc., and also devoted much space to the Illinois Central Railroad and the great work it is doing for the South. It is full of valuable information, and will be a source of great good to the cause it so earnestly espouses—the development of the South.—Forum, West Point, Miss.

The Manufacturers' Record, published at Baltimore, Md., is performing a great

work in developing the resources of the South. The paper is well edited, and has the confidence of Southern business men, as well as Northern capitalists and manufacturers. We always read it with interest, because we know we will find in it a clear statement of Southern wants and Southern development. The Manufacturers' Record promises us a series of special issues relating to prominent features of Southern progress. The first had reference to New Orleans, and the second will have as its central idea "Kansas City and the Gulf Trade." It, of course, costs a great deal of money to get these special editions up, but it is a very important part of journalism and is very valuable. The localities referred to will be immensely benefited by the Manufacturers' Record's efforts, while the outside business world has an opportunity, which it will no doubt largely embrace, of advertising in these special editions, and thus keeping before the country in an attractive and permanent form.—New York Shareholder.

A \$500,000 Hotel at Norfolk.

Sylvanus Stokes, of Baltimore, one of the principal directors of the company which intends constructing a new hotel at Norfolk, Va., informs the Manufacturers' Record that it is expected to begin work on this structure within the next sixty days. No general contract will be let, but the company will buy a large portion of its material, and much of the work will be done by subcontractors, under the direction of Messrs. Carpenter & Peebles, architects, of Norfolk, Va. The building is estimated to cost \$500,000, and will accommodate 500 people. It is intended to be a modern hotel in all its features. It will be a fire-proof structure, built of ornamental brick and stone, with a gravel roof. Iron architectural work will be used in the interior, with hardwood finish. It is proposed to place at least three passenger elevators of the latest pattern in service, and to have steam heat, electric and gas light; also a refrigeration plant. The company which is back of the project includes some of the wealthiest residents of Norfolk, and is amply able to carry out the enterprise.

The Development of an Extensive Property.

The Knoxville (Tenn.) Tribune, in giving some particulars regarding the development of the property of the La Follette Coal & Iron Co. and the La Follette Land & Improvement Co., based on an interview with President H. M. La Follette, says that two large forces of men and teams are now at work on the 15-mile railroad, one at the upper end towards Jellico and the other at the lower end near Coal creek. These forces are working toward each other and hope to meet and have the road completed for use by October 1. When the road is completed the company will, the Tribune says, immediately begin the erection of 200 to 300 coke ovens.

The Manufacturers' Record has from time to time given some account of the work of development under way on this extensive property, involving the development of the coal, iron and timber resources of 40,000 or 50,000 acres of land and the building up of the town of La Follette, the two being owned, however, by separate companies, although the same people are jointly interested. It is the quality and quantity of the coal and iron on the La Follette property that has attracted wide attention from a number of the most noted experts in this country, some of whom, including Prof. John R. Procter, have taken the ground that at this locality iron can be made at a lower cost even than at Birmingham.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Atlanta to Selma.

In a letter to the Manufacturers' Record President R. M. Mitchell, of the Atlanta & Alabama Railway, writes that considerable progress has been made in this enterprise. The road is projected from Atlanta, Ga., to Selma, Ala., 190 miles. As it is forty miles from the Georgia Pacific and Atlanta & West Point lines, its promoters claim that it cannot be called a parallel line, but will have enough exclusive territory adjacent to it to create considerable local traffic. It is surveyed through Fulton, Campbell, Douglas, Carroll, Coweta, Heard, Randolph, Chambers, Clay, Tallapoosa, Coosa, Elmore, Autauga and Dallas counties in the two States.

The census of 1890 gives the valuation of the properties in these counties at \$33,000,000, and the value of their products at nearly \$16,000,000, with \$25,000,000 in timber tracts. The average population to a mile of the road is 2400. It is estimated that the local freight and passenger traffic will be at least \$6000 per mile, and the through traffic \$2000 per mile, while the net annual earnings of the line are calculated at \$608,000, or considerably more than enough to pay the fixed charges. It is intended to issue \$3,800,000 in 5 per cent. bonds, or \$20,000 per mile. Mr. Mitchell writes that European bankers are now considering the purchase of such an issue, which is to bear interest at the rate of 5 per cent. and run fifty years. A contract may be closed for the entire issue within thirty days.

The entire line has been surveyed, a portion of it graded and local aid secured to the extent of about \$3000 per mile in stock subscriptions and donations of land. Right of way has been secured for about two-thirds of the distance. The new road would give transportation facilities to quite a thickly-populated section of the two States mentioned, and would be a much shorter route between the cities than the present one. At Atlanta it would connect with the Southern, Seaboard Air Line, Louisville & Nashville systems; at Selma with the Louisville & Nashville, the East Tennessee & Georgia division of the Southern system.

Forbidden to Cut Rates.

Judge Simonton, of the United States Circuit Court, has issued an injunction against the Seaboard Air Line and the Southern States Freight Association, forbidding them to make any reduction in the existing freight and passenger rates, and ordered them to show cause on August 15 why such an injunction should not be made permanent. This order has been issued on account of a cut made in freight rates by the Seaboard Air Line and its connection, the Baltimore Steam Packet Co., and also an order to cut rates 80 per cent., made by the Southern States Freight Association. The injunction is the result of a suit brought by J. H. Averil, receiver Port Royal & Augusta Railroad Co. This is a novel phase in a railroad war, and its outcome will be watched with much interest.

New Route to St. Louis.

The Illinois Central Railroad Co. has entered into a traffic arrangement with the Cleveland, Cincinnati, Chicago & St. Louis road whereby, beginning with August 1, it will run all its St. Louis trains over the tracks of that company from Pana to East St. Louis instead of using the Vandalia tracks in and out of St. Louis. With that exception the line

is the same as usual via Gilman, Clinton and Decatur. The Big Four system uses the Illinois Central tracks between Chicago and Kankakee, and the change is made because, under existing circumstances, both roads can more closely cooperate.

Large Order for Cars.

The Georgia Railroad Co. has contracted for nearly \$150,000 worth of new cars with the Ohio Falls Car Co., of Jeffersonville, Ind. The contract includes 200 ventilated box cars, sixty-five gondola cars, fifty flat cars and ten stock cars. All will be built especially for the Georgia Company, and will embody the latest ideas and designs.

Railroad Values in North Carolina.

The North Carolina Railroad commission has completed the assessment of railroad, telegraph and steamship properties in that State for the present year. The total valuation of this property is \$26,895,321, an increase of \$1,810,793 over 1895. The Pullman Company is assessed \$83,982 on seventy-five cars in operation in the State. The Atlantic Coast Line's valuation is based at \$6,852,349, an increase of \$193,923 over 1895. The Southern is assessed \$8,393,230, an increase of \$1,361,966. The Seaboard Air Line is assessed at \$5,265,195, an increase of \$172,282. The balance of the lines in the State are assessed at \$5,775,545, an increase of \$86,250.

A Railroad "University."

Railroad men are much interested in a scheme of Samuel Phelps Leland, of Chicago, to build what is to be termed a "railroad university" in Missouri, Kentucky or Tennessee. Mr. Leland, who is represented to be a capitalist, proposes to make a liberal endowment to the institution, which is to be devoted specially to the interests of the Order of Railway Conductors of America. In connection with it is to be a hospital for disabled members and a home for the indigent. The plan on which the university is to be conducted is as yet unknown. One of its features, however, is to be the education of children of conductors on a broad scale, and to this end it is proposed to have a faculty of eminent instructors. The site of the university will be decided upon at the next annual meeting of the Order of Railway Conductors, which is to be held in Los Angeles in May, 1897. Over \$1,000,000 will be required at the outset, of which it is stated \$300,000 has already been promised among the members of the order.

Gas Motor for Street Cars.

The Anacostia Railroad Co., at Washington, is now experimenting with a car operated by a gas motor. This is the invention of Thos. C. Pole, of Washington, and is attracting much attention among street-railway officials in that city. The car on which the motor is being tested will hold twenty-five persons. The engine has two large driving wheels, which revolve at the rate of 210 revolutions per minute. These wheels and the engine are continually in motion, even while the car itself is at a standstill, as the motive power can be disconnected at the will of the engineer. The car can be started instantly at full speed if desired. The gas engine which is being used is of about twenty-five horse-power, but it is stated that the momentum of the wheels furnish sixty horse-power when desired. The maximum rate of speed attained is twelve miles an hour. The entire weight of the car and apparatus is about five tons, somewhat lighter than the ordinary electric car.

FROM BALTIMORE TO THE SEA.

Queen Anne's Railroad, Built by Baltimore Capital, Making Rapid Progress.

The Queen Anne's Railroad, which, as readers of the Manufacturers' Record are aware, is being built principally by Baltimore capitalists, giving a new line between the Chesapeake bay and the Atlantic ocean, may be completed by January 1, 1897. Twenty miles of the line between Queenstown, the terminus on the Chesapeake bay, and Denton, Md., are ready for the operation of trains. On fifteen miles additional trestle-work and culverts have been completed, and ties are partly laid for the rails, which have been purchased.

A large bridge is now being constructed across the Choptank river on this section, and when it is finished, thirty-five miles of the road in all will be ready for traffic.

W. H. Bosley, general superintendent of the Peninsular Construction Co., which is building this road, informs a representative of the Manufacturers' Record that contracts will be closed within the next two months for the balance of the road between Greenwood and Lewes, Del., the seaboard terminus. This section will be twenty-five miles long, and, like the balance of the road, will be laid with 60-pound steel rails. The road from Queenstown to Lewes is sixty miles in length. It is being built according to the Pennsylvania Railroad standard of construction, and in such a manner that express trains can be hauled over it at a high rate of speed. A quantity of rolling stock, including combination, flat and box cars and one 40-ton locomotive, have been purchased. The cars are built by the Harlan-Hollingsworth Co., of Wilmington, Del., and are constructed especially for this line.

Arrangements have been made with the Chester River Steamboat Co. to operate steamers in connection with the train service between Queenstown and Baltimore, across the Chesapeake bay. It is calculated to give Baltimore people facilities for reaching Rehoboth Beach, opposite Cape May, in four hours or less by means of steamers across the bay and express trains running across the Peninsula without stop.

The Queen Anne's Railroad traverses one of the most fertile sections of Maryland and Delaware, including the fruit and vegetable-growing district. Heretofore much of this trade has gone to Wilmington, Philadelphia and New York, owing to the excellent railroad facilities for reaching these points, and the delay and expense caused in reaching Baltimore by rail or water. The promoters of the new road believe that with its completion much of this trade will be diverted to Baltimore, where it rightly belongs. Persons who desire to come to Baltimore will be enabled to reach the city in a very short time and return home the same evening, giving them most of the day in Baltimore. Special arrangements will be made for quick transportation of fruit and truck. Eventually it is expected to carry products by the carload without breaking bulk across the bay on car floats and transfer to the different lines in Baltimore, thus insuring quick shipments without change of cars to the different Northern and Western cities.

The company has encountered many difficulties during the progress of its work, but has successfully overcome all. It deserves much credit for the manner in which it has pushed its project, considering the general business depression and uncertainty in the financial world, which has deterred investors from becoming interested in such enterprises.

The officers of the Peninsular Construc-

tion Co. are Douglas H. Gordon, president; Geo. B. Baker, vice-president; Edward Stabler, Jr., secretary; Robert W. Smith, treasurer, and W. H. Bosley, general superintendent. The board of directors are the officers and Wesley M. Oler, Alexander Brown, Basil B. Gordon, Chas. H. Tilghman, Henry S. Gittings, John S. Gibbs, C. Lorraine Gill, J. S. Young and Fred. B. Hubbell. All of these gentlemen are well known in Baltimore, and include prominent bankers, merchants and manufacturers.

Typical of American Progress.

A recent contribution to the Engineering Magazine is from the pen of M. E. Ingalls, president of the Chesapeake & Ohio system. The article is on railroad progress, and, as might be imagined, is of an able and exhaustive character. Mr. Ingalls takes the ground that the railways of this country show the progress of the Anglo-Saxon race more strikingly than anything else which it has planned and carried. He selects the Pennsylvania as an example of railroad progress, quoting statistics which were made public during the recent celebration of its semi-centennial. He believes the year 1895 was the turning point in the management of railroads in this country, as up to that time many questionable practices were the rule, and the interstate commerce laws could not stop the pernicious system of rate-cutting and other discriminations. The result of the meeting in New York in June, 1895, at which representatives of about every prominent road in the country were present, was the beginning of a great reform, out of which grew the Joint Traffic Association. Mr. Ingalls concludes that, as a result of this meeting, tariffs have been maintained with a uniformity which, prior to that date, was unknown, and that it greatly elevated what might be called the moral tone of railroad companies.

Electric Locomotives.

The first electric locomotive of any considerable size built in this country, and the first practical electrical locomotive in the world, exhibited by the General Electric Co. at the Chicago Exposition, 1893, having a rated draw-bar pull of 7000 pounds, has been purchased by the Manufacturers' Street Railway Co., of New Haven, Conn. It is equipped with air brake, and is being prepared for shipment from the Schenectady works within a very few weeks. Its total weight is thirty tons, and it will be utilized to haul freight cars from the junction of the New York & New Haven Railway at Cedar Hill, which is about one mile from the New Haven passenger depot, to the works of the Bigelow Company, manufacturer of boilers; the National Pipe Bending Co., the Quinpiac Brewing Co., the New Haven Rolling Mills and other manufacturing establishments located along the water front at some distance from the freight-yards of the Consolidated road.

The freight cars will be hauled directly into the yards of the manufacturers, and the loads will be collected by the electric locomotive and hauled to the main line of the N. Y., N. H. & H. R. R., where they will be taken up by the steam locomotive for transportation to their destination. The length of the line along which this locomotive will run is nearly two miles, the maximum grade against the load being about 2½ per cent. The guaranteed speed of this locomotive on this grade will be seven miles an hour with a heavy load behind it, but judging by its performance at the Lynn works of the General Electric Co. it will probably be able to largely exceed the guarantee.

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The matter of electric traction on the steam roads since the successful operation of the elevated roads in Chicago, the branch lines of the N. Y., N. H. & H. R. R. and the B. & O. main line with apparatus developed by the engineers at the Schenectady works, has elicited the interest of steam railroads all over the world, and that we are on the eve of a great change in traction methods can no longer be doubted.

Railroad Notes.

Malcolm Jackson, of Richmond, Ind., has been elected president of the Parkersburg & Charleston Railway Co.

J. D. Riddell will succeed John A. Sargent as assistant general freight agent of the Kansas City, Fort Scott & Memphis system.

P. T. Downs has been appointed acting general superintendent in association with L. J. Polk, of the Gulf, Colorado & Santa Fe system.

The appointment of L. J. Polk as successor to B. F. Yoakum, vice-president of the Gulf, Colorado & Santa Fe system, has been confirmed.

A dispatch from Houston, Texas, states the general office of the Galveston, Houston & Henderson will be removed from Houston to Galveston.

The Chattanooga Electric Railway Co. has added several new cars to its equipment, and will rebuild a number of those now in use. The additional rolling stock was built in St. Louis.

The sleeping-car service between St. Louis & Galveston, Texas, is to be increased by a through car daily over the Missouri, Kansas & Texas and the Houston & Texas Central lines.

The Southern Railway Co. is making a number of improvements to its lines in Tennessee. Among these is the erection of several new depots, one at Oliver Springs and one at Bearden.

The Texas & Pacific Company is building a number of passenger coaches for use on its line at the shops at Marshall, Texas. The cars are of modern construction, and are to be provided with cane seats.

A dispatch from St. Louis states that the Louisville & Nashville Company has purchased considerable land in East St. Louis, Ill., and will use it for terminal purposes, such as yards, warehouses, etc.

The Texas & Pacific Company has begun building refrigerator cars at its own shops. It recently completed a car for the Dallas Packing Co., which will be used for carrying packing products to the seaboard.

The Central of Georgia Railroad Co. has elected the following directors: E. P. Howell, Atlanta; J. S. Hanson, S. R. Jaques, Macon; Joseph Hull, George J. Mill, A. Vetsburg and Geo. P. Williams, of Savannah.

The Galveston, Houston & Henderson Company has elected the following officers: John H. Dakin, Tyler, Texas, vice-president; A. A. Van Alstyne, Galveston, Texas, secretary and treasurer; H. B. Hynson, New York, assistant secretary and treasurer; J. H. Hill, manager.

The reorganization committee of the Norfolk & Western Railroad Co. announces in another column that the final settlement of \$2.50 per share, payable by

depositing stockholders, must be paid on or before August 6 at the office of the Mercantile Trust Co., 120 Broadway, New York.

A company is being organized at Chattanooga, Tenn., to operate another steamboat line on the Tennessee river. It is expected to build a boat about 185 feet long and thirty feet wide, and to draw fourteen inches of water. It is estimated to cost about \$15,000. Jos. H. Allison is one of the promoters of the company.

The Seaboard Air Line has issued a circular announcing the appointment of H. M. Boykin as general agent of this company at Richmond, Va. W. R. Royster has been appointed soliciting freight and passenger agent in the same city. These gentlemen also represent the Baltimore Steam Packet Co. in the same capacity.

The Chesapeake, Ohio & Southwestern has been formally turned over to the Illinois Central system, through a sale by order of the United States Court. The property was bought by General Manager J. T. Harahan, of the Illinois Central. The road extends from Louisville to Memphis, Tenn., and represents 492 miles of track.

Ed. S. Washburn has been elected president of the Kansas City, Fort Scott & Memphis and Kansas City, Memphis & Birmingham lines. Mr. Washburn succeeds Geo. H. Nettleton, with whom he was closely associated for several years. He has been connected with several of the most prominent railroad lines in the country.

The Louisville & Nashville Company is now engaged in a very extensive piece of railroad work near Cumberland Gap. It is the improvement of the tunnel through Cumberland mountain. The tunnel is nearly a mile in length, and will be arched with brick. It is expected that over a year will be needed to finish the improvement, which will cost about \$150,000.

William A. House has been elected president of the Baltimore Traction Co. in place of Hon. Frank Brown, who has tendered his resignation. Mr. House is one of the youngest street-railway presidents in the country. He began his career as clerk in 1879 with the People's Passenger Railway Co., of Baltimore, and has been associated with street-railway enterprises ever since.

The Cumberland Line of steamers, running from Brunswick, Ga., to Jacksonville, Fla., and points between, will have a new steamer built within the next few months. Capt. Wm. M. Tupper, one of the owners of the Cumberland Line, states that it is expected to build a vessel at or near Brunswick which will cost about \$25,000. Captain Tupper may be addressed at Brunswick, Ga.

Among the recent shipments by the New York, Philadelphia & Norfolk Railroad from Norfolk, Va., was a carload of fresh fish containing seventy-five barrels. The fish were caught at Virginia Beach, and consigned to parties in Wilmington, Del. This is the beginning of a new industry, which may be greatly increased if it is found that fish can be successfully shipped in refrigerator cars from this point.

A dispatch from Greenville, S. C., states that Jas. T. Williams, mayor of Greenville, purchased the Carolina, Knoxville & Western Railroad at its recent sale. He is supposed to represent a syndicate, which may extend it to a connection with some other line now in operation. The Carolina, Knoxville & Western is fourteen miles in length, with its principal terminus at Greenville. It has been operated by H. C. Beattie as receiver.

A dispatch from New Orleans contains

the important announcement that the Texas & Pacific system has made arrangements to handle a large proportion of its export business at Port Chalmette. It is understood that the traffic will be transferred from the present terminus of the Texas & Pacific west of the Mississippi river to the Port, and that a large proportion of its cotton business will be placed on shipboard here.

Industrial News from Birmingham.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., July 28.

The weather is warm enough to drive away all thoughts of business that can be postponed or neglected, and the market for iron is in keeping with the weather. The inquiry has been very limited, and transactions have been correspondingly restricted. It has developed that \$7.75 is an outside price for No. 1 foundry, while prices for No. 2 foundry and No. 1 soft are \$6.75. No. 3 foundry and No. 2 soft are \$6.50. At the comparative difference, these prices bring gray forge and mottled down to \$6 or less. These figures cut a wide swath in the line of profits, while expenses show no corresponding diminution. As an illustration of the character of trade, a leading interest reported early in June that their sales for the ten days ending June 3 were 1500 tons over their production. The same interest reports sales for the ten days immediately preceding this date at 1200 tons. This statement is as strong an object-lesson upon the state of trade as could be presented. Speculation is at sea as to the outcome of it. Letters from various quarters, all tinged with local interests and prejudices, present no sure guide for correct conclusions. If "all things come to him who waits," the iron men are in it, for they are waiting. At the rolling mills the gloom that prevails is of the graveyard character; and, beyond the repairs made necessary by wear and tear, nothing is being done. Nor does any talk with the officials justify any declaration as to early resumption.

The Hardin-Tynes Machine Co. reports an active business, including the sale of several engines.

The Warrior Machine Works reports the arrival of first shipment of Worthington pumps, and announces an appreciable headway in their efforts to attain the position whence they can supply every mining want in the district. The Natatorium is nearing completion, and the opened bids for the Auditorium show that about \$11,500 was lowest offer, excluding the iron work. The buildings connected with the print mills are being figured on preparatory to bids for their erection. Several enterprises limited in capital and scope have been quietly slipping in of late. In magnitude and importance not justifying special mention, they are yet units to be counted in the grand total. Correspondence is active in relation to several new industries to come to this place. None of them have yet reached the plane of certainty, while the prospects for securing them are very favorable.

No new contracts for the past week are announced, yet all the shops are full of work, and some say, "think I'll have a good item for you next week." This means that new work is knocking at the door. J. M. K.

The W. A. Burke Coal Co., of Elmo, W. Va., is making extensive improvements to its mining plant. An electrical mining equipment has been contracted for with the Jeffrey Manufacturing Co., of Columbus, Ohio, and the coal cutters invented by J. L. Beury will be used. It is the company's desire to increase its output to 400 tons of coal daily. It will also build twenty-five more coke ovens in the near future.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

SHIPPING COTTON GOODS TO CHINA

Some Facts from President Hickman.

H. H. Hickman, President.
T. I. Hickman, Cashier.

GRANITEVILLE MFG. CO.,

Augusta, Ga., July 23.

Editor Manufacturers' Record:

Answering your favor of the 21st inst., I would beg to say that it is true that I have sold quite a lot of goods for export to China during the last ninety days—almost 12,000 bales. Nearly all my looms are on export goods. I do not know that there has been a very extraordinary demand for goods for export, but it has been good. I am not prepared to say that there is any especial reason for this, except a good demand and very low prices and unusually low freights. Many years ago I paid \$4.50 per 100 on goods to San Francisco. Now you will be surprised to know that I get a through bill of lading to Shanghai for \$1.17 per 100. I am not prepared to say that the currency question has anything to do with the good demand for export business, but I think it has much to do with low prices. Our people are so alarmed about the silver question that they will buy nothing except from hand to mouth. Men of means will do nothing with their money in the way of enterprises, but they are hoarding gold, and millions of it. Yes, the manufacturers South are increasing their export business rapidly, because they are making good goods, such as are wanted for export. It is a fact that I have sold goods for China for better prices than I can get from the home markets. I trust that in the near future we will have a very large trade with South America. When we get the Nicaragua canal and American ships floating the American flag, with banking facilities without going to London, then we will "possess the land," and the South will "blossom as the rose."

H. H. HICKMAN.

Views of Cotton Manufacturers.

In response to a request for their views upon the business outlook in textile matters, the Manufacturers' Record has received the following letters from Southern cotton manufacturers:

Union Springs Cotton Mills, Union Springs, Ala.: "We cannot see anything encouraging in the business outlook, nor can we expect anything until the currency or money question is settled, which we trust will be in November. We hardly know what will be the result."

Jonesboro Cotton Mills, Jonesboro, Ga.: "I think a settlement of the financial question and a cutting down of production in manufacturing of all textile goods will better the condition."

Wenonah Cotton Mills, Lexington, N. C.: "We think want of confidence is the principal cause of the present depression in trade, but how to restore this confidence is beyond our ken."

D. S. McCullough, Shelbyville, Tenn.: "In reply will say, no new prospective enterprises in sight. The scarcity of money has almost stopped all old business, and absolute want stares many in the face. If relief does not come soon bankruptcy is inevitable. We lay it all to the

effects of monometallism. About one-half of the wheat has been threshed, and the other half has sprouted and is about ruined from the constant rains of the past three weeks."

Linden Manufacturing Co., Davidson, N. C.: "We need, first, a wider field for the sale of goods and better transportation facilities to the present distributing centres; second, a settled financial policy, and this should be one formulated and controlled by the business men of the country, rather than by the professional politician; third, less legislative enactments on matters pertaining to business and labor."

Wm. Entwistle, Rockingham, N. C.: "Shorter hours of labor and more time for recreation and enjoyment would promote the prosperity and happiness of the working classes; would increase a demand by the many for innumerable articles that contribute to enjoyment now only enjoyed by the few."

Allen Batting Co., Columbia, S. C.: "To give manufactured goods more value, the American buyer, our most profitable one, must have more purchasing power given his agricultural products. Western farmers can't buy clothing with pork below three cents per pound and ribs below three and one-quarter cents."

The Isacetta Mill, Augusta, Ga.: "The political and financial conditions are so uncertain at present it is impossible to say what would improve the textile interests."

F. Woods, secretary Co-Operative Cotton Mills Co., Meridian, Miss.: "The outlook for textile fabrics is not encouraging. The money of the country must be diverted so as to go through the hands of the individual citizen, instead of being accumulated by capitalists and corporations, to produce prosperity."

G. O. Cable, Greensboro, N. C.: "What textile interests need is the settlement of the money question."

Elkin Manufacturing Co., Elkin, N. C.: "We think the financial panic, which has now borne down on us for five or six years, is about due to pass over and allow better times to come, but do not look for this to come until the disturbance incident to national elections is passed. We need a thorough confidence in business circles established again."

Geo. T. Walker, Arlington Cotton Mills, Arlington, S. C.: "Nothing to be done that will benefit the textile interests as much as to stop the spindles till a vacuum for product is produced. The dealer knows there are more goods to sell than the market demands; consequently makes prices."

Huguenot Mills, Greenville, S. C.: "Free silver, high prices and a booming trade."

Saml. M. Holt, vice-president the Lakeside Mills, Burlington, N. C.: "In reply to your inquiry as to our opinion and views of the business outlook, would say trade is very dull with us now, and have had a hard struggle for past three years. Occasionally a little spurt would take place, and we could unload our production, but at a low and unremunerative price. There is no doubt but that the political situation has a bad effect on the markets. But the chief cause we attribute to booming mill building throughout the South. There have been a great many mills built on partly borrowed capital, and, when completed, have no capital to run the business; therefore can't carry a large stock of goods. These goods are thrown on the market and sold at a cut price, in order to obtain money to make up another lot, which is sold probably at a still lower figure."

H. W. Lilly, president Beaver Creek and Bluff Mills, Fayetteville, N. C.: "Replying to your invitation for an expres-

sion of my views on the business outlook in cotton manufacturing, I desire briefly to say that my idea of what is needed to bring greater prosperity to the textile industry is such an adjustment of the financial system as will cause a better distribution of money and increased prices for the products of the soil, giving to the producer a greater purchasing power. The abolition of the gold standard, with the free and unlimited coinage of gold and silver at 16 to 1, will bring about this condition. Depression in the cotton milling industry cannot be laid at the door of excessive competition or overproduction when there are 70,000,000 people in this country, many of whom are half-naked and without the means to supply their wants. It is not, therefore, the tariff, but the money question that should receive the attention of cotton manufacturers."

R. A. Johnson, Rockingham, N. C.: "The business outlook for manufacturers of cotton cloth is 'blue,' and all who are in any way connected with the management of these enterprises should enforce the most rigid economy and use all honorable means to reduce the cost of production; otherwise, in these times of slow sales and small profits, they will be weighed in the balance and found wanting."

Cherry Cotton Mills, Florence, Ala.: "We should be glad indeed if some one—some party or parties—could clear up our minds upon the business outlook, so we could express some views as to what is needed to bring greater prosperity to textile interests. But the embroglio is such that 'fair-minded' men hesitate to venture."

N. T. Cherry, Florence, Ala.: "I think the business outlook would be materially improved if we would drop the idea that the money question is the leading cause of trouble and announce to the world that we will have a protective tariff sufficient to bring in all necessary revenue. This done, and the gold and silver will take care of themselves."

D. W. C. Benbow, Greensboro, N. C.: "The greatest need in the South to increase manufacturing is the placing of railroad freights on equality with the rates of the large manufacturing district already established. No manufacturer can in the South compete with such discrimination in freights."

Rope and Yarn Mills, Tuscaloosa, Ala.: "Concerted action on the part of Southern manufacturers to sell their surplus stock in the South American market."

W. W. Burgiss, Greer's, S. C.: "Elect McKinley."

J. M. Graham, Pinewood, Tenn.: "We think the free and unlimited coinage of both gold and silver at 16 to 1 is what is most needed to bring about a return of prosperity."

C. E. Hutchinson, Mt. Holly, N. C.: "Replying to yours asking our views on the business outlook and what is needed to bring greater prosperity to textile interests, will say that we do not look for much improvement in business till after the elections and no positive improvement till the financial question is settled for some time to come. We think what is needed to bring greater prosperity to textile interests is a greater diversity of products, more extended trade with American countries south of us, and a cessation of mill building, the last particularly."

A \$10,000 Knitting Mill at Barnesville, Ga.

A \$10,000 stock company has been organized at Barnesville, Ga., to manufacture underwear, and will establish a plant at once. It is proposed to put in the very latest machinery for a daily capacity of 100 dozen suits of underwear; building

will be erected to contain the equipment. Prominent business men of the city are interested in the enterprise, and they expect to have it in operation by September 1. Forty hands will be employed at the start.

Textile Notes.

It is stated that the Whittier Cotton Mills, of Chattahoochee, Ga., contemplates doubling its plant. It has 10,000 spindles in operation now.

The American Net & Twine Co., of Boston, Mass., is now arranging for the early commencement of work on its \$250,000 plant to be built at Anniston, Ala.

The Oella Cotton Mills, of Oella, Md., Messrs. Wm. J. Dickey & Sons, proprietors, has resumed operations, after making extensive repairs, as previously noted would be done.

The Excelsior Knitting Mills Co., of Union, S. C., has been incorporated, with a capital stock of \$10,000, by Wm. A. Nicholson, P. H. Cohen and others. The company's purpose is to manufacture knit goods.

The board of government of the New England Cotton Manufacturers' Association held their monthly meeting in Boston on Wednesday, July 22, President Arthur H. Lowe in the chair. It was decided to hold the fall meeting at the Profile House, in the White Mountains, N. H., on Wednesday and Thursday, September 23 and 24. Trains leaving Boston Tuesday morning will reach the hotel in the afternoon. The transactions of the spring meeting have been mailed earlier than the corresponding issue of a year ago. The committee on fall meeting reported progress in arrangements for papers to be read at that meeting.

As no one can deny the possibilities of a great future for the cotton industry in the South, there being ample evidence of a determined growth in the past few years which will not be easily stamped out, so no one can gainsay the fact that the situation may develop features of uncommon interest from many points of view. The carrying industry will not be the one to be affected least should the present expansion continue, and a new set of conditions will be set up which will have a wide and varied influence in many ways both upon the industrial, commercial and financial interests of the country. The development of cotton manufacturing in the section where the staple is produced will bear close watching, as one of the most interesting events of the period. It may not be the juvenile stages of progress which will attract attention, but the more advanced ones will command it.—New York Stockholder.

The town of Winona, Miss., has taken on new life and awakened to the importance of locating industries manufacturing local product. The outcome of this activity has been the organization of the Winona Oil Mill & Manufacturing Co., which was effected last week. The capital stock is placed at \$35,000, all of which, it is reported, is paid in, and contract has been awarded for the erection of a mill to the Stilwell-Bierce & Smith-Vaile Co., of Dayton, Ohio, which will complete the plant by October 1, capacity to be forty tons. The directors of the company are Messrs. H. C. Campbell (secretary), J. T. Lay, J. Purnell, D. L. Sweathman, R. T. Gayden, T. H. Somerville, A. F. Lake, Ed. Blackstone, Charles Harris and J. W. Taylor.

H. B. Eager has resigned his position as general agent of the Chattanooga Southern road.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

New Orleans and the Cotton-Oil Industry.

Memphis, Tenn., July 13.

There are almost as many cities in America claiming to be the birthplace of the cotton-oil industry as there were in Greece claiming to be the birthplace of Homer. It is almost as difficult to pass upon the claims of the one as the other, and yet from what I can gather from rumor, tradition and the very little evidence obtainable, I am inclined to give New Orleans the honor of having given birth to cotton oil.

Nor was this an empty honor, for when the modern oil mill was made possible by the invention of the cottonseed huller, which bears the same relation to the cotton-oil industry that the spinning jenny does to cotton manufacture or that the cotton gin did to cotton culture, oil mills sprang up all over the South from North Carolina to Texas, and hardly one of these but what paid willing tribute in some form or other to New Orleans.

What city has advanced more capital to erect these plants, or more to move their manufactured products?

Which one has more merchants, brokers and exporters that deal in cottonseed products?

What city is there which has larger oil mills or pays more for the seed?

Which one draws more of the seed and its products to herself, and scatters them broadcast by rail and river over our own land or by full-cargoed ships over foreign lands?

Fain would I claim for Memphis, her mighty rival in cotton and cottonseed, the proud title of Mistress of the Cotton-Oil Industry, but bold would he be who would challenge the strong claims of New Orleans.

To what grand proportions has this infant and unprotected industry grown? One million tons, or 2,000,000,000 pounds of cottonseed, were manufactured in the season of 1894-95, making a mass of freight equal to 4,000,000 bales of cotton, and every pound of this cottonseed made into more or less finished products by negro labor in Southern factories, if we except one small one in St. Louis.

Nor is this all, for from the seed which now goes to waste, when the world has learned to know and rightly to appreciate the value of cottonseed products, and our mills have learned to rightly manufacture them, there will be marketed 3,500,000 tons more of cottonseed, making a total weight of manufactured products equal to 18,000,000 bales of cotton, all of which, let us hope, will in due time be crushed in Southern factories.

New Orleans has given us a King of Festivals. Does it not bid fair some day to give us a Queen of Commerce that will appeal to the Southern heart as strongly as ever did King Cotton of old? The people of New Orleans and its press ought to be proud of the most characteristic Southern industry in existence; they ought to foster it, and take the lead in calling the attention of the world to the intrinsic value and wholesomeness of the product of the cottonseed. Shall New Orleans prove itself unworthy of the trust?

EDWIN LEHMAN JOHNSON.

The Market for Cottonseed Products.

New York, N. Y., July 28.

The downward movement in oil continues unchecked, and values rule lower than at any time during the season.

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Cotton-Oil

July 13.
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JOHNSON.

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Y., July 28.
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Holders are making efforts to reduce stocks prior to the marketing of the new crop seed, and in many instances have conformed to the situation by reducing quotations to a price which would not have been accepted a week ago. Bulk crude has become scarce, and quotations are steady, but the demand necessary to impart firmness is lacking. With regard to the reduction in prices, the step was considered imperative, otherwise it was feared stocks would remain practically untouched, which would have the further injurious effect of introducing the new season on a still more unsatisfactory footing than that which now seems unavoidable even with empty stores. The general trade situation would appear more complex than at any previous period in its history. The oft-repeated announcement, that lard has made a new record, becomes necessary again, and at 3.25 cents, September delivery, Chicago, the article excites no interest. The compounded product is practically unsalable, and when it is considered that the coming corn crop will rival in magnitude the preceding one, the prospect of relief for cotton oil in this direction is decidedly doubtful. There is no gain-saying the fact that cotton oil is a drug on the market, while it is also manifest that the efforts of those prominently identified with the business to sustain the market are unavailing. Receipts have largely increased, thus materially augmenting local stocks. With regard to exports, with the exception of shipments to France, aggregating 2000 barrels, business is almost at a standstill. Stocks in Rotterdam are slowly decreasing, 19,500 barrels being available at this writing. The approximate idea of the extent of trading in cotton oil may be arrived at, with regard to Holland, based upon the following figures, which represent imports for the first six months of this year, or from January 1 to July 1: Arrivals of American oil, 38,690 barrels; arrivals of English oil, 12,790 barrels. A reference to the quantity of stock now on hand will, when deducted from the total imports, disclose the total amount of consumption, stocks held on January 1 being also taken into consideration. There is reason to know that at this time there is an outlet abroad for the greater part of stocks yet unsold here, as well as of those in first hands, a circumstance which would indicate that shippers are of the opinion that bottom prices are not yet. Prime yellow is on offer at 23½ cents; bulk is relatively higher in first hands, when considered in connection with barreled crude quotations here. For the higher grades the demand is flat, and nominal quotations rule. We quote prime crude 20 cents; f. o. b. at the mills, 15½ to 17½ cents; off-grade crude, 18 to 19 cents; prime yellow, 23½ cents; off-grade yellow, 23¼ to 23½ cents; prime winter yellow, 31 to 33 cents; butter grades, 26 to 28½ cents; white prime, 26 to 27 cents, and soap stock, ½c. per pound. Liverpool refined oil steady at 16s.

Cake and Meal.—At the leading shipping points values are unchanged. Cake is not on offer, as there are no stocks available; while meal, of which there is yet a limited supply, is quoted firmly and almost on a parity with the prices paid for last shipments of prime cake, which is, for meal (New Orleans), \$19.25 to \$19.50 per long ton. A consignment of 10,000 bags of meal is reported from New Orleans. Several small lots of American delinted seed, recently arrived in Liverpool, were promptly purchased by the local crushers.

Cottonseed-Oil Notes.

The exterior of the Birmingham Cotton-oil Mill, at Birmingham, Ala., has been

completed, and the buildings were turned over last week by the contractor to the company. The machinery has been ordered, and on its arrival will be at once put in place. The plant will be ready for operation by September 1 at latest. It represents an investment of \$50,000.

The market in Texas for cottonseed products is quiet, with stocks of meal and cake very much reduced. There is still a fair supply of oil on hand. The cottonseed-oil mills are now engaged in overhauling their machinery and making preparations for the next season's crush. A number of mills intend to begin operations about the middle of August, and all of them will be actively at work about the 1st of September. Local quotations at Houston for cottonseed oil are unchanged. Sales are reported of nine tanks of off-crude cottonseed oil by a North Texas mill at 16 cents per gallon.

The annual meeting of the Texas Cottonseed Crushers' Association was held at Galveston, Texas, on the 20th inst. About fifty representatives of the cotton-oil industry of Texas were present, and the business of the meeting was closed up at the morning session. The outlook for the industry was discussed, reforms suggested and reports of officers read and received. The association then elected the following officers for the ensuing year: H. L. Scales, of Corsicana, president; R. L. Heflin, of Galveston, vice-president; Jas. S. Davis, of Waxahatchie, treasurer, and Robert Davis, of Dallas, secretary.

The market for cottonseed-oil products is dull and unchanged; prime crude oil in bulk, 17 cents; prime summer yellow in barrels, 23 cents; meal, \$17 per short ton, and cake, \$19 per long ton for export. Receivers' prices for various products are quoted as follows: Cottonseed, \$8 per ton (2000 pounds) delivered net to the mills; cottonseed meal jobbing at depot, \$17.25 to \$17.50 per short ton, and \$19.25 to \$19.50 per long ton for export f. o. b.; cottonseed oil, 19 to 19½ cents per gallon for strictly prime crude; in bulk, 16 to 17½ cents, and 23 to 24 cents for refined oil at wholesale or for shipment; oilcake, \$19.50 to \$19.75 per long ton f. o. b.; foots, 1 to 1½ cents; linters—A, 3½ to 3½ cents per pound; B, 3 to 3½ cents; C, 2½ to 2¾ cents; hulls delivered at 20 to 25 cents per 100 pounds, according to location of mills.

Texas Asphalt Deposits.

Some time ago the Manufacturers' Record made a reference to the asphalt deposits near Uvalde, Texas, and stated that a company had been organized to develop them on a large scale. The asphalt mines, as they are termed, are located at Cline, Texas, near the town of Uvalde. They are controlled by the Litho-Carbon Co., which has built a railroad nine miles long from the Southern Pacific system to the works. About 300 men are now employed, and the plant, which has been erected, cost about \$500,000. It is understood the works will be considerably enlarged as the business of the company increases. It is stated that the natural rock asphalt from these mines is of a high standard for street-paving, and that it maintains its hardness during the warmest days in summer. It is now being used extensively for paving in Arkansas, Texas and Louisiana, and is said to give satisfaction. It is said that the West Texas deposit is freer from foreign material and richer in bitumen than the asphalt found in Switzerland.

Information About Brickmaking Wanted.

Mr. J. H. Heyward, Greenville, S. C., wants information from an experienced brickmaker as to making and coloring brick. He has a large clay deposit, and wants to manufacture brick.

PHOSPHATES.

An Acid-Chamber Combination Suggested.

Editor Manufacturers' Record:

Charleston, S. C., was the parent city of the South Atlantic fertilizer trade. In the beginning it was highly prosperous. This led to the multiplication of acid chambers around the city and near to the South Carolina rock deposits, until the combined capacity of the chambers now in use is far in excess of their ability to sell in all of their available territory within reach of them, while the building of chambers in North and upper South Carolina, Georgia and Alabama has cut out much of the territory within trade reach of the Charleston centre.

As has been so often told, this Charleston rock came into notice as a valuable base for superphosphates directly after the war. Dr. N. A. Pratt at once conceived the idea of building acid chambers in Charleston, and contrary to the then accepted theories of acid-making, succeeded in raising the capital to build the first acid chamber operated in a warm climate. This was a success from the day it was started, and was the parent of all surrounding acid chambers.

The multiplication of chambers has led to the overproduction of acid phosphates, and when these are converted into manipulated or complete manures, the market within convenient reach of distribution is overburdened.

The supply of rock in South Carolina is practically unlimited. Add to this the nearby discoveries of Florida rock and pebble phosphate, and more recently the inland discovery of Tennessee rock, and it can readily be seen that there is no end of phosphate rock. But this rock, even when ground into powder, is not readily available for crop-making purposes. But the agriculturist, and particularly at the South in the cotton belt, where all capital is short and speedy return is demanded for every outlay, wants a soluble article that will make speedy return for the outlay; hence comes the use of chambers and the demand for sulphuric acid.

For years the main supply of sulphur was from the Sicilian mines, and the cost from this source was so variable as to seriously interfere with the successful operations of chambers. Chambermen were thus forced to look to the use of pyrite, either domestic or foreign, and the introduction of this sulphur base tended greatly to regulate the price of Sicilian sulphur, and to keep it within reasonable bounds. To further checkmate Sicilian sulphur comes the domestic supply from Louisiana, where beds long known to exist, but heretofore never worked successfully, are now successfully being operated. Add to this the recently-discovered beds in Texas, now about to be worked, and it may be safely assured that the sulphur market will hereafter be kept in proper bounds.

The price of rock from the unlimited supply in sight will in the future be regulated by the cost of mining and demand. The cost of mining will no doubt be lessened every year by the introduction of new machinery, while the demand will as surely be increased by increased consumption. As to royalties on rock in its well-known abundant state, it may be assumed that this must go down as low as the average royalty on lake iron ores; that is, twenty cents per long ton, if not to one-half of that amount. Even the rock in deep water, which, on account of cheapness of mining and nearness to shipping for foreign markets, has rated as high as fifty cents per ton, the royalty exacted by the States under claim of sovereignty on navigable waters, must go down in the same scale.

To find a market for the increased chamber capacity at and immediately around the rock beds, a change must be made in the methods of this trade. These chambers are well located at a point to forever command the cheapest sulphur supply near points of entry. Their owners may therefore reasonably calculate to produce acid phosphates at the least possible cost. But their combined capacity is in excess of the markets of distribution and consumption they can command. Steps should be taken to learn the excess of their acid-phosphate production to the north and northwest of them, and selecting proper towns, well situated as distributing points to locate their branch works or dry-mixing concerns. The erection of such plants would cost but a few thousand dollars at most, as very little machinery would be required—a small engine and disintegrator and bagging machine—while thousands of tons could be mixed in a small shed. Such points as Spartanburg, Chester, Anderson, Greenwood, S. C., and others in Georgia, Alabama and Tennessee would suit admirably for these branches or dry mixers.

The acid phosphate shipped from Charleston to them would find outward-bound freight rates as fertilizer material at 25 per cent. less than fertilizer rates. The ammoniacal supplies, mostly coming from the Northwest, would reach them at less rates than to Charleston, while it would be advisable to locate these outpost branch works in towns already operating cottonseed-oil mills, because from the meal of these mills the very best ammoniacal supply could be obtained.

The writer is not an advocate for trusts or combines, nor is he as deadly hostile to them as the average patriot of populist tendencies. But he can clearly see that right here is a big field for a successful combine of all the acid chambers around the rock region. This combine might be the common parent of a number of dry-mix establishments in the far interior, which would consume the last ton of acid phosphate that the parent chambers could supply, and at convenient points for distribution. All of the product could be disposed of and sold through the home selling machinery. It is time for these concerns to branch out and command more distributing territory.

Phosphate Markets.

Office Manufacturers' Record,

Baltimore, Md., July 30.

There is no improvement in the local phosphate market, and business is of the lightest volume. The demand from local manufacturers has not set in, and out-of-town buyers are only buying to supply immediate necessities. In the phosphate belt of South Carolina and Florida operations have not been extended during the week. The market in South Carolina is firm for rock, and domestic shipments show a slight increase, with only a moderate foreign demand. Crude rock is quoted \$3 at the mines, hot-air-dried \$3.25 f. o. b. vessel in Ashley river, \$3.45 f. o. b. city. Ground rock is quoted \$5.50 f. o. b. vessel at city. Among Florida miners the work of development is slow, and, with the exception of the pebble district, very little rock is being mined. The demand, both foreign and domestic, is slow, while prices are firm. In the local market receipts of rock are light, there being only one arrival during the week. The schooner John R. Bergin arrived with 925 tons of phosphate rock from Chisholm's Island. The local freight market is dull, with a light offering of handy-sized vessels. There are no local charters reported during the past week. The freight market in New York is fairly active, with orders in the market for sail tonnage to distant points. There is a better demand

for boats in miscellaneous trades. Berth freights are quiet and unchanged. The phosphate charters reported are as follows: A schooner, 643 tons, from Ashley river to Elizabethport, N. J., at \$1.90; a schooner, 496 tons, from Charleston to Elizabethport at \$1.90; a schooner, 700 tons, from Tampa to Philadelphia or Baltimore on private terms, and a bark, 800 tons, from Port Tampa to Baltimore or Cartaret at \$2.15.

Fertilizer Ingredients.

The general market for ammoniates is quiet, but firm, and the volume of business light. Stocks in the West continue light, with holders firm in their views and sales principally for spot delivery, there being very little future business reported. There is little or no Southern demand, and, except for occasional inquiries for fish, the business from that section is light. Nitrate of soda is easier in New York at \$1.75 to \$1.77½ on spot and in limited demand.

The following table represents the prices current at this date:

Sulphate of ammonia, gas....	\$2 30@	—
Sulphate of ammonia, bone....	2 15@	—
Nitrate of soda.....	1 85@	1 90
Hoof meal.....	1 55@	—
Blood.....	—	1 65
Azotine (beef).....	—	1 60
Azotine (pork).....	—	1 65
Tankage (concentrated).....	1 55@	—
Tankage (9 and 20).....	1 55@	1 60 and 10
Tankage (7 and 30).....	15 50@	—
Fish (dry).....	19 00@	—
Fish (acid).....	10 00@	11 00

Phosphate and Fertilizer Notes.

Mr. A. J. Newton has been appointed receiver for the Imperial Guano Co. at Norfolk, Va.

The amount received as royalty on phosphate rock mined in the State of South Carolina from November 1, 1895, to June 30, 1896, amounted to \$40,385.71, against \$52,641.56 for the corresponding period in 1894-95.

The British steamship Straits of Sunda was loading phosphate at Fernandina for Rotterdam on the 24th inst. and sailed on 26th, and steamship Baron Glannis was at quarantine at the same port awaiting permission to enter and load with phosphate rock.

The Ashley Phosphate Works were put on the auction block at Charleston, S. C., on the 25th inst. and sold for \$15,500. The property was bought by Messrs. Geo. B. Edwards, G. Lamb Buist and B. I. Simmons. The property includes the works, machinery, acid chambers and a considerable lot of real estate adjoining the works.

It was reported in Columbus, Ga., on Saturday last that the Board of Trade of that city and a prominent dealer in real estate had secured a fertilizer factory, and that the erection of the buildings would soon be under way. It is also stated that a large tract of land on the Southwestern Railroad, near Columbus, had been sold to parties prominently identified with the fertilizer and phosphate business along the Atlantic coast. In view of the inducements offered by Columbus, it is probable that a large plant will soon be established.

The following vessels sailed from Charleston, S. C., with phosphate rock last week: For Baltimore schooners Josephine with 1000 tons and Edgar C. Ross with 600 tons; schooner Fannie Brown for Richmond, Va., with 800 tons of acid phosphate; schooner David Beard for Cartaret, N. J., with 1000 tons phosphate rock; schooner Amelia P. Schmidt with 400 tons for Cooper's Creek; schooner Adele Ball for Barren Island with 670 tons, and H. B. Hussey for Weymouth, Mass., with 800 tons. The total shipments of crude rock from the port of Charleston from September 1, 1895, to July 24, inclusive, amount to 97,876 tons, against 93,907 tons for the corresponding period last year.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Lumber Directory.

Readers of the Manufacturers' Record who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record, Baltimore, Md., July 30.

The local lumber industry at the moment is not showing any indications of immediate improvement, and during the week under review there has been but a light volume of trade. The demand from the usual sources is not forthcoming, and very little substantial business is expected for the next sixty days. Stocks of lumber are fully ample for any demand that may arise, and in air-dried yellow pine the supply is excessive. Boxmakers and planing-mill men are purchasing very little, and the building demand is moderate. Prices for yellow pine are easy, and in many cases material concessions are made to effect sales. On the other hand, kiln-dried North Carolina stock is firm, and holders not disposed to depart from list prices. The demand for cypress is light, with values unchanged. There is some business reported in white pine, and the market is firm, with a fair supply. The market for hardwoods is quiet, with prices steady and some demand from out-of-town buyers. Advices from Great Britain report the market a shade firmer for the better grades of hardwood. Shippers are only sending out cargoes as ordered, and very little going abroad on commission.

The following list represents the prices current at this date:

(The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.)

VIRGINIA AND NORTH CAROLINA PINE		
5-4x10 No. 2, kiln dried.....	\$16 00@	18 00
5-4x12 No. 2, kiln dried.....	17 50@	18 50
4-4x10 No. 1, kiln dried.....	15 00@	15 50
4-4x12 No. 1, kiln dried.....	16 00@	16 50
4-4 nar. edge, No. 1, kiln dried.....	13 50@	14 00
4-4 wide edge, No. 1, kiln dried.....	17 50@	18 50
6-4x10 & 12, No. 1, kiln dried.....	23 00@	24 00
4-4 No. 1 edge floor, air dried.....	13 00@	14 00
4-4 No. 2 edge floor, air dried.....	10 00@	11 00
4-4 No. 1 12-in. stock, air dried.....	13 00@	14 00
4-4 No. 2 12-in. stock.....	11 00@	12 00
4-4 edge box or rough wide.....	7 50@	8 50
4-4 edge box do. (ord. widths).....	6 50@	7 00
4-4 12-inch rough.....	9 00@	9 50
¾ narrow edge.....	5 00@	6 00
¾ wide.....	7 00@	8 00
¾ x 9½ and 10½-inch.....	8 00@	9 00
Small joists, 2½-12, 14 and 16 long.....	7 50@	8 50
Large joists, 3-16 long & up.....	8 50@	9 00
Scantling, 2x3, 2x4 and 3x4.....	7 50@	8 50

WHITE PINE.		
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	47 50@	48 50
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 50@	43 50
Good edge culls.....	14 00@	15 00
Good stock.....	16 00@	17 00

CYPRESS.		
4-4x6, No. 1.....	17 50@	19 50
4-4x6, No. 2.....	12 50@	14 50
4-4x6, 16 feet, fencing.....	—	11 00
4-4x6, rough.....	8 50@	9 00
4-4 rough edge.....	8 00@	8 50
4-4 edge, No. 1.....	16 00@	17 00
4-4 edge, No. 2.....	11 00@	12 00
Gulf, 4-4, Nos. 1 and 2.....	28 50@	30 50
Gulf, 6-4, Nos. 1 and 2.....	31 50@	32 50

HARDWOODS—WALNUT.		
5-8, Nos. 1 and 2.....	65 00@	75 00
4-4, Nos. 1 and 2.....	80 00@	90 00
5-4, 6-4 and 8-4.....	85 00@	95 00
Newell stuff, clear of heart.....	85 00@	100 00
Culls.....	20 00@	30 00

OAK.		
Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@	34 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@	55 00
Culls.....	10 00@	15 00

POPLAR.		
Nos. 1 and 2, 5-8.....	24 50@	25 50
Nos. 1 and 2, 4-4.....	28 00@	30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@	33 50
Culls.....	15 00@	16 00

SHINGLES.		
Cypr., No. 1 h'ts, sawed, 6x20.....	7 00@	7 50
No. 1 saps, sawed, 6x20.....	5 00@	6 00
No. 1 hearts, shaved, 6x20.....	6 00@	7 00
No. 1 saps, shaved, 6x20.....	5 00@	—

LATHS.		
White pine.....	2 65@	2 70
Spruce.....	2 10@	2 20
Cypress.....	2 10@	2 20

Norfolk.

[From our own Correspondent.]

Norfolk, Va., July 27.

The general lumber market here is without snap or vigor, and midsummer dullness hangs over the situation, there being only a very moderate volume of business reported. A number of the mills will shut down as soon as their logs are sawed up, only to resume again when affairs show a more encouraging aspect. In fact, all the mills are trying to prevent any accumulation of stock, and many are running on short time. There has been some export orders received for lumber during the past week, and there is a fair demand for box lumber, but for all desirable grades of lumber the inquiry is moderate. Air-dried lumber is extremely dull, and the supply far in excess of demand, with a large proportion of inferior stuff on the market. Planing mills all seem to be busy, and report orders as coming in freely, while prices continue very unsatisfactory. There is some demand from local sources for building purposes, as there are a number of buildings under way, besides improvements, which absorb large quantities of material. There is a good demand for real estate here, and there has been some heavy transactions lately which indicate an extensive movement in building up the city and the improvement in suburban sites. The Park Place Co. has recently purchased the McDonald tract for \$150,000, and it is stated that plans for the construction of buildings have been given out. The transfer of the Ward tract to a party of Atlanta capitalists and the price paid shows that there is a great future in store for this city. The purchasers of the Ward property propose to invest a large sum in improving it and making an attractive suburban addition to the city. The Monticello Realty Co., recently chartered, with a capital stock of not less than \$150,000, will build an eight-story building, with all modern improvements, to cost at least \$400,000. Extensive improvements are also to be made at Pinner's Point, plans having been prepared for immediate operation in that locality. A large quantity of lumber and building material will be absorbed this season by local operators and builders, and employment given to a large force of mechanics during the fall and winter months. Manufacturers of lumber while passing through the dull season are all looking forward to a good fall and winter trade. Lumber freights are unchanged, and rates are steady. A charter is reported of a schooner, 266 tons, from this port to New York at \$2.15. There is a moderate offering of handy-sized tonnage.

Charleston.

[From our own Correspondent.]

Charleston, S. C., July 27.

The market at this port has ruled quiet during the present month, there being but a moderate demand for lumber. At Georgetown and other milling centres there is the usual amount of work going forward at all the mills, and for good grades of lumber, shingles and cross-ties considerable business is expected during the autumn months. Prices for all grades and dimensions of material still keep very low, with no immediate prospect of an advance. The following quotations were current at the close of business on Saturday last: Merchantable lumber, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. There is a good demand for shingles at \$5 to \$7 per thousand. Among the shipments during the past week the following vessels are reported: Schooner D. Howard Spear for New York with 400,000 feet of lumber; steamer Iroquois with 60,000 feet, and steamer Algonquin with

25,000 feet. The schooner Carrie Strong cleared for Boston with 426,000 feet. On the 25th inst. the schooners Cora H. Hanson cleared for Providence, R. I., with 405,000 feet, and Florence Randall for New York with 450,000 feet. The total clearances of lumber from this port from September 1 to July 24 inclusive amounts to 62,641,817 feet coastwise, 2,040,685 feet foreign, making a total of 64,682,502 feet, against 67,247,806 feet for the corresponding period last year. Yellow-pine lumber freights are firm, with a moderate offering of tonnage. Rates to New York are quoted \$4.38 to \$4.50; ties, 14 to 14½ cents; dry lumber to Providence, \$4.50. The following charters were reported in New York last week: A schooner, 304 tons, from Charleston to Middletown, Conn., at \$5 and river towage, and a schooner from Georgetown, S. C., to Baltimore with lumber and shingles, lump sum.

Savannah.

[From our own Correspondent.]

Savannah, Ga., July 27.

The volume of business in nearly every department of the lumber market here is better this month than in June, and the demand now is very decided in character. The various milling centres in Southern Georgia nearly all report a fairly active business, and shipments from the Georgia ports will all show up well for July. A number of vessels have been delayed off the coast, and will likely arrive this week, when most of them will load with lumber. All vessels now clearing from this port generally get quick dispatch, especially in lumber. An instance of this was given last week, when the schooner Arthur McArdle, consigned to Dixon, Mitchell & Wells, took on a cargo of 18,346 cross-ties, measuring 660,560 superficial feet, in forty-eight hours and cleared for New York. The general market at the close of business on Saturday last was fairly active and firm, with a good demand for all desirable grades of material. Prices were as follows: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. Advices from Darien and Brunswick represent the market firm at quotations. In cross-ties there is an active demand, and those engaged in this industry have all they can do to fill orders promptly. During the past week steamers for New York took out 586,000 feet of lumber, Philadelphia steamers 210,000 feet, Boston steamers 124,276 feet and Baltimore steamers 149,833 feet. Lumber freights are steady, with a moderate offering of handy-sized tonnage. The rates from this and nearby ports in Georgia are quoted at \$4.25 to \$5.50 for a range including Baltimore and Portland, Me. Railroad ties, basis forty-four feet, 16 cents. To the West Indies and Windward rates are nominal; to Rosario, \$12 to \$13; Buenos Ayres and Montevideo, \$10 to \$11; to Rio Janeiro, \$14; to Spanish and Mediterranean ports, \$11.30 to \$11.50. Steamer rates to New York and Philadelphia \$7, to Boston \$8 and Baltimore \$5. Among the charters reported in New York last week were the following: A British bark, 567 tons, from Savannah to Rio Janeiro with lumber on private terms; a schooner, 449 tons, from Brunswick to Baltimore, Philadelphia or New York on private terms; a brig, 491 tons, from Savannah to New York with ties at or about 14½ cents, and a schooner from Brunswick to New York, New Haven or Providence with lumber at \$4.50.

Mobile.

[From our own Correspondent.]

Mobile, Ala., July 27.

Considerable activity has characterized transactions in lumber and timber at this port during the past week, and the demand, both foreign and domestic, holds

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up well during this period of the season. The timber market has shown a more cheerful tone, in sympathy with European prices, which report the market abroad firmer. Pitch pine is more inquired for in Great Britain, and prices are decidedly firmer. There is in the local market a better movement in lumber, and during the past week about 2,000,000 feet left this port. Sawn timber is still quoted at 11½ to 12 cents, and hewn timber at 11½ to 12 cents. There is very little demand for oak or poplar. There is a good inquiry for cedar at 25 to 35 cents, according to quality and size. During the week the following vessels sailed with lumber and timber cargoes: Ship Revolving Light for Liverpool with 32,387 cubic feet of hewn timber, 6243 cubic feet of sawn timber and 31,975 feet of lumber; steamer Skerryvore for Rotterdam with 58,788 cubic feet of sawn timber, 11,442 cubic feet of hewn timber and 919,537 feet of lumber; steamer Ugande for Greenock, Scotland, with 139,925 cubic feet of sawn timber and 34,500 feet of lumber; steamer Matewan for Boston with 321,000 feet of lumber; schooner Morocco for Mayaguez, P. R., with 270,000 feet; schooner Winship for Bahia, Brazil, with 338,076 feet, and steamers for Mexican ports with 38,960 feet of lumber. At Pensacola the lumber and timber industry is active, and during the past week there has been a better feeling in the timber market. A few sales of timber have been made at 11½ cents for Ferry Pass stock, and the opinion prevails that a firmer tone will prevail, without, however, any immediate advance in prices. The bark Active sailed for West Hartlepool last week with 508,000 superficial feet of sawn timber, and the steamship Floridian for Liverpool with 12,000 staves, 80,000 feet of lumber, 137 hickory logs, 2000 oars and other cargo. The lumber charters reported in New York last week were as follows: An Italian bark, 694 tons, from Mobile to Buenos Ayres at \$14, \$2 form; a schooner, 358 tons, from Mobile to Laguayra at \$8.50. Timber charters were a British bark, 711 tons, from Apalachicola to the United Kingdom with sawn timber at 105/ and hewn timber at 32/6, and a British steamer, 1478 tons, from Pensacola to Rotterdam with sawn timber at 97/6.

New Orleans.

[From our own Correspondent.]

New Orleans, La., July 27.

The lumber industry of this State is at present showing a slight improvement in some departments, and, while the total volume of business does not show any marked increase, there is a good inquiry and a better feeling among manufacturers. The demand is increasing, and orders are already beginning to come in more freely than heretofore. There has been some business during the past week in cypress, and the general industry, while dull, is in good shape. Prices for cypress lumber continue very firm, and the outlook for a good fall and winter business is said to be encouraging. The yellow-pine trade is in about the same shape as last month, and the demand among the mills in Mississippi is said to be fairly active, with no improvement in prices. There is a good export trade, and along the Gulf ports shippers are quite active, while mills are all running on full time in order to fill their contracts. The crop outlook all over the South never was better, and lumbermen, as a rule, all look forward to a marked improvement in the industry at an early date. The local demand for lumber is good for building purposes, and in the sash, door and blind trade factories are all running on full time. In the real-estate business transactions at the local exchange have been liberal in volume dur-

ing the month, and there are a number of improvements projected in suburban properties. Among those of primary importance the new town of Lake City, fronting on Lake Pontchartrain, is to be a most attractive suburban site. The Lake City Land & Improvement Co. will spare no pains in making it a most attractive retreat, and it is the purpose of the company to spend \$250,000 on the town proper. The streets, drainage and water-works system have been planned by leading engineers, as well as every other detail necessary for the completion of the work. It is stated that the officials of the New Orleans & Western Railroad will in a few days advertise for bids for construction of 200 or more feet of wharfage at Port Chalmette. A number of substantial improvements are under way by the Illinois Central and other roads entering the city. From the following figures it will be seen that the demand for lumber and building material during the present season has been much greater than that of 1894-95. Receipts of lumber from September 1 to July 27 amount to 86,529,128 feet, against 74,137,490 last year; shingles, 10,153,000, against 7,107,250; laths, 4,413,000, against 2,510,000, and bricks, 31,478,000, against 26,772,658 in 1894-95. In the above figures lumber and brick manufactured in the city are not included.

Lumber Notes.

Mr. D. J. McIntosh, of Blackshear, Ga., wants addresses of firms or companies dealing in export white oak staves for making wine casks and large cooperage. New York dealers or New York agents for foreign dealers are requested to write.

The East Tennessee Lumber & Mining Co. contemplates putting up a mill at Newport, Tenn., with a capacity of 100,000 feet per day.

The Chicago Woodenware Co., of Chicago, Ill., will erect a branch mill and factory at Mobile, Ala., the output of which to supply its Eastern and Southern trade.

The lumber on the yards of the Hope Lumber Co., of Marshall, Texas, was destroyed by fire last week, entailing a loss of about \$10,000, on which there was no insurance.

Mr. Wells, proprietor of the Torrey saw mill, two miles south of Bowling Green, Fla., has just concluded the purchase of 4200 acres of timber land from J. B. Hopson at \$1 per acre, not including the land.

The Emporia Lumber Co., of Emporia, Texas, is building a new saw mill in Angelina county, Texas. The machinery for the new mill will begin to arrive next week, and early in October it will begin sawing.

Messrs. H. Weston & Co., lumber buyers of Fernandina, Fla., have chartered the barge Forrest Belle, which will arrive at Fernandina on the 1st of August and load with 1,300,000 feet of lumber for Boston.

The Reliance Lumber Co., of Beaumont, Texas, has booked another cargo of 500,000 feet of lumber for shipment to the West Indies. Altogether, the Reliance has sent several millions of feet to these islands.

The steamer Everglade left Sanford, Fla., for Jacksonville on the 23d inst. with a cargo of 600 red cedar logs, consigned to the Faber Pencil Co., at Cedar Keys. The shipment represents 3000 cubic feet of cedar for pencils.

The mill, lumber, planer and dwelling of the Sunny South Lumber Co. at New Lewisville, Ark., were destroyed by fire on the 27th inst. One million feet of lumber was burned. The loss is estimated at \$50,000, heavily insured.

Mr. J. W. English, attorney for the

Blount Stave & Machine Co., of Atlanta, Ga., announces that he will offer at public sale on the 4th of August all the property and machinery connected with and owned by that company.

The Milburn-Bass Wagon Co., of Chattanooga, Tenn., has a large number of orders on hand, and in a short time will be turning out finished wagons. It is expected that before fall the works will be operating to their fullest extent.

The Sparta Handle Factory at Sparta, Tenn., is in operation and the machinery in good working order. The capacity is 1200 handles a day. The spoke machinery will be put in at once, and will be ready to begin operations by September 1.

The Chattanooga saw mills are now well supplied with logs that came out on the late rise in the Tennessee river. It is estimated that at least 3,000,000 feet of logs were brought down, and this amount will keep the mills working until late in the fall.

The steamship Algonquin sailed for New York last week from Jacksonville with 300,000 feet of lumber, 3000 bundles of shingles and other cargo, and the Seminole sailed for the same port with 250,000 feet of lumber and 1000 railroad ties, with other cargo.

The recent heavy rains in West Virginia opened the boom at Creston, on the Little Kanawha river, and 20,000 logs and ties passed out. The Steer creek boom, the largest in the river, belonging to the Parkersburg Mill Co., gave way, and all the logs passed out.

Major T. Yates, of Danville, Va., has removed his stave mill from Amhurst, Va., to Henry, on the line of the Winston-Salem division of the Norfolk & Western Railroad. The new location will afford a full supply of timber adapted for manufacturing staves.

The large saw-mill plant connected with the establishment of Captain James's convict camp at Adria, in Emanuel county, Georgia, was entirely destroyed by fire last week, entailing a loss of several thousand dollars. The large dry-kilns were also destroyed.

The receipts of lumber at the port of New Orleans for the week ending the 23d inst. were 1,405,000 feet, and for the season 86,529,128 feet, against 74,137,490 feet in 1894-95. Receipts of shingles for the week were 150,000, laths 200,000, oak staves 138,100 and cypress staves 37,000.

At a recent meeting of the board of directors of the Farnsworth Lumber Co. at Mobile, Ala., Mr. Edgar R. Dumont, formerly paymaster and cashier of the Seaboard Lumber Co., was elected secretary. The company's mills are at Scranton, Miss., and Mr. Dumont has left for his new field of duty.

The steamships Willow Brook, for London, and the Pembroke, for Hull, which sailed from Pensacola on the 20th with cargoes of lumber and timber, were taken to sea through the new channel that is being dredged across Caucus Shoal. They were drawing twenty-three feet, and passed through without difficulty.

Contractor T. N. Smith will close down his log-pulling camps on the Ocklawaha river the last of this month, to remain closed four or five weeks. A larger amount of cypress timber will be rafted at the mouth of the Ocklawaha next fall and winter than has ever been rafted in previous years.

Vessels in port at Fernandina, Fla., on the 26th inst. were as follows: Schooners James A. Garfield, loading lumber at King's Ferry for Port of Spain, and schooner Saint Marie, loading lumber for Bermuda; schooner Boniform, loading lumber at Orange Bluff for Grenada. The

schooner J. H. Parker was loading cross-ties for Baxter & Co. for New York.

Mr. R. G. Burleigh, of Glasgow, Scotland, who is the owner of three large handle factories located in Ohio, Tennessee and Mississippi, visited Selma, Ala., last week looking for a location for another plant in Alabama. Mr. Burleigh was accompanied by Mr. H. J. Johnston, superintendent of his factory at Greenville, Miss., and the visitors were assisted in getting what information they desired.

Four vessels were at Sabine Pass, Texas, last week loading lumber. These were the steamship Darlington and the schooner Asa T. Stowell, whose cargoes are being furnished by the Consolidated Export Lumber Co.; the schooner Alice Archer, being loaded by the Reliance Lumber Co., and the schooner Maggie Dunn, loading from the Litcher & Moore Lumber Co., of Orange. The cargo of the steamship Darlington will amount to 2,400,000 feet as invoiced to the Western trade.

The Pineland Manufacturing Co. was incorporated last week at Kansas City, Mo., to buy and sell timber lands and operate saw mills in Missouri, Arkansas, Louisiana, Texas and the Indian Territory. The capital stock is \$165,000, divided into 1650 shares, of which A. E. Stilwell, J. McD. Trimble, Arthur C. Robinson and C. A. Braley own ten shares each, and J. J. Cairnes, trustee, 1610 shares. The stockholders are connected with the Missouri, Kansas & Texas Trust Co.

The new plant of the F. G. Oxley Stave Co., of Chattanooga, Tenn., at Oakdale, Tenn., was started up last week. The plant has a capacity of 5000 barrel staves a day, and will be run with a full force of men. Several carloads of machinery for a plant under course of construction at Dossett, Tenn., and for the new plant to be placed at Trenton, Ga., also passed through Chattanooga last week. It is the intention of the company to locate two new plants in the Sequatchee valley between South Pittsburg and Pikeville.

At Jackson, Ky., last week one of the largest land sales ever held in the State took place, at which 200,000 acres, owned by the Kentucky Union Land Co., were sold. The lands were sold to Judge A. P. Humphrey, of Louisville, agent and trustee for an organization of the stockholders of the company. Prominent Ohio and Pennsylvania capitalists were present, with a view of investing largely in mountain timber lands. If the parties succeed in buying all the land they require they will at once commence the establishment of a very extensive saw-mill plant.

The August McClure's justifies its title of a "Midsummer Fiction Number" in five short stories, all of them of such fresh and ready interest that one can read them without forcing himself, and in spite of heat and humidity. Octave Thanet contributes a strong story of Western life; Stephen Crane relates a dramatic episode in the later life of the hero of "The Red Badge of Courage;" Clinton Ross tells a booming battle story, based on Perry's historic victory on Lake Erie; E. M. Thompson tells a humorous tale of the Canadian fishermen, and Annie Eliot describes a double love episode in a Yale and Harvard boat race. It is not often that five really good stories, as these certainly are, get into a single magazine.

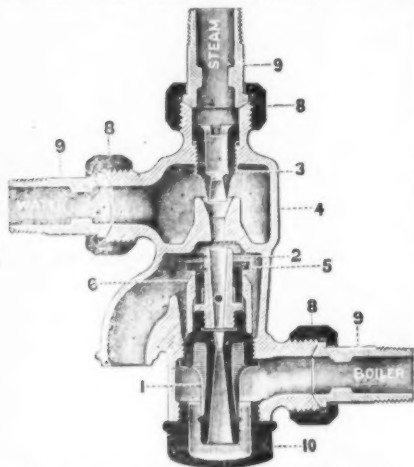
Mr. M. L. Crawford, Belton, Texas, writes: "I have discovered gold and silver-bearing ore in Bell county. We have had assays made and the results are very encouraging, the ores being pronounced quite rich, especially in gold. This country is proving to be a promising mineral region."

MECHANICAL.

Sellers' Restarting Injector.

An injector recently introduced is meeting with great favor from steam-users. The accompanying cut shows this device. It is the new automatic restarting injector lately brought out by Wm. Sellers & Co., of Philadelphia, Pa. Jenkins Bros., of New York, the well-known manufacturers of valves and packing, have been appointed selling agents for this article.

This injector was designed for use on stationary and portable boilers, traction and hoisting engines, tugboats, etc. The



SELLERS' RESTARTING INJECTOR.

house of Wm. Sellers & Co. has a wide reputation as makers of high-class injectors for locomotive and other service. The injectors made by this house are known as perfect boiler feeders. They are the result of many years of careful and scientific study and experiment to determine the proportions and shapes that will give the widest possible range, with the most economical consumption of steam, and at the same time be perfectly reliable. Their system of manufacture is such that the pipe sizes and proportions having once been determined, they are strictly maintained by having parts made to a perfect system of gages, so that they are thoroughly interchangeable, and, although this injector may have been in service until quite well worn, a new tube or part can be furnished that will fit perfectly and give exactly the same results as the original. This new restarting injector is made in the same careful manner, is thoroughly automatic in every respect, and has been designed with a view of having as few parts as possible. There are no levers; no fittings except ordinary globe valves are required. It is very easily repaired, only a screwdriver and a monkey-wrench being required to take it apart when necessary to clean or renew parts. In designing this injector particular care has been exercised to obtain a wide range, to enable it to work hot water and to get maximum lift. It will be noticed that there is no valve or other obstruction in the overflow, so that when the injector is out of service, if the steam-supply valve should leak, there is no danger of heating the water in the service pipe to a very high temperature. Fourteen sizes are made, covering a range of horse-power from two to 400.

The branches for steam, water supply and delivery to the boiler are conveniently arranged, so that all the pipes may be placed close against the boiler wall. The overflow is directly under the water branch, and can be provided with a drip funnel and discharge pipe without bending or springing the other pipe connections. The steam nozzle and delivery tubes are screwed into the body, and do not depend upon the pressure of the steam or of the delivery to hold them in place, so that there is no danger of leakage at these important shoulders. The body and tubes are constructed of the best

bronze, and are designed to give the longest service with the least amount of attention and repair.

The injector is simply constructed, and contains but few parts. It is perfectly automatic in its action, restarting instantly after a temporary interruption of the steam or water supply. It raises the feed promptly on long lifts, with hot or cold pipes, and gives a good range of capacities.

Steam enters at the top, and, passing down through the steam nozzle, No. 3, discharges through the draft tube into the overflow chamber and thence to the air, lifting the water to the injector. The partial vacuum caused by the condensation of the steam within the combining tube raises bushing No. 5 up against the draft tube and holds the lower bushing, No. 6, against the delivery tube, thus preventing the admission of air.

Upon removing the cap at the lower end of the body the end of the delivery tube will be seen projecting below the lower face of the body, so that a monkey-wrench may be used to unscrew this tube, drawing out the tubes and the overflow bushings at the same time.

The size numbers of these injectors are based upon the diameter of the delivery tube expressed in tenths of millimetres; No. 16, for instance, is 1.6 millimetres in diameter. The progressive, or series, number is indicated by one or more letters; thus, A, or C, or AB.

The Springfield Muller.

This machine has been carefully designed to meet modern requirements, and combines such features necessary to make it a very convenient, as well as rigid tool, capable of operating on both light and heavy work to the best possible advantage.

The headstock is neat in appearance

of making the nose of same large enough to carry the heaviest chuck-work without the necessity of making the diameter of front journal of spindle excessively large, which in this case is two inches in diameter by three and one-half inches in length.

The diameter of nose is two inches by one and one-half inches long, threaded two-thirds of its length, four threads per inch, U. S. standard.

This form secures some important advantages, namely: The face plates have a straight bearing on nose equal to one-third of its length, which insures better wearing qualities and facilitates placing them in position, and as the pitch of thread is coarse, a tendency to wedge tight enough to become difficult to remove is avoided.

The cone has five steps for two-inch belt, the largest speed being nine and one-quarter inches in diameter, and the back gear ratio is twelve to one, giving ten speeds, which increases in geometrical progression.

The carriage is nineteen inches in length, with full bearings on V's, and is gibbed to outside of bed.

Either a plain or compound rest is furnished, at the option of the purchaser.

These are fitted with long and wide bearings on carriage, with adjustable taper gibs to compensate for wear.

The compound rest is so arranged that its handle may be revolved without interfering with cross-feed handle in any position.

The base, which is graduated in degrees, securely holds by means of one bolt the top when swiveled to any angle.

The feeds are driven directly from the spindle either with change-gearing or belt, and are reversed in the apron, where provision is made so that friction feed and lead-screw cannot be engaged at the same

time to cause breakage. Belt feeds are proportioned to give 100, sixty-three or thirty cuts to the inch, which will answer the usual requirements.

With the gearing a range of feeds from twelve to 150 per inch is possible, suitable for any purpose.

The handle shown in front of lead-screw box at head end of lathe must simply be turned to the right or left to respectively engage the gear or belt feed, or vice versa, without the necessity of disengaging the change-gearing or removing the belts. A desirable combina-

tion is secured by this device, its construction making it possible to give the belt any required tension necessary to perform its duty without slipping, and as the belt may be made endless, the annoyance from breaking and relacing, it is claimed, is entirely avoided.

Inasmuch as the motion is transmitted from the spindle to the lead-screw by the least possible number of gears, all of unusually large diameters, a steadier motion is produced, of great value in cutting accurate screws.

The tail stock is clamped in its position by two bolts located as near the front as possible to prevent lifting.

A one-and-three-quarter-inch spindle is substantially fitted with five inches of movement, tightened in the usual manner when used in turning.

All parts subjected to abrasion are case-hardened.

Screws, racks and small gears are made of steel. Flat surfaces are carefully scraped to bearing, with surface plates and cylindrical surfaces ground true.

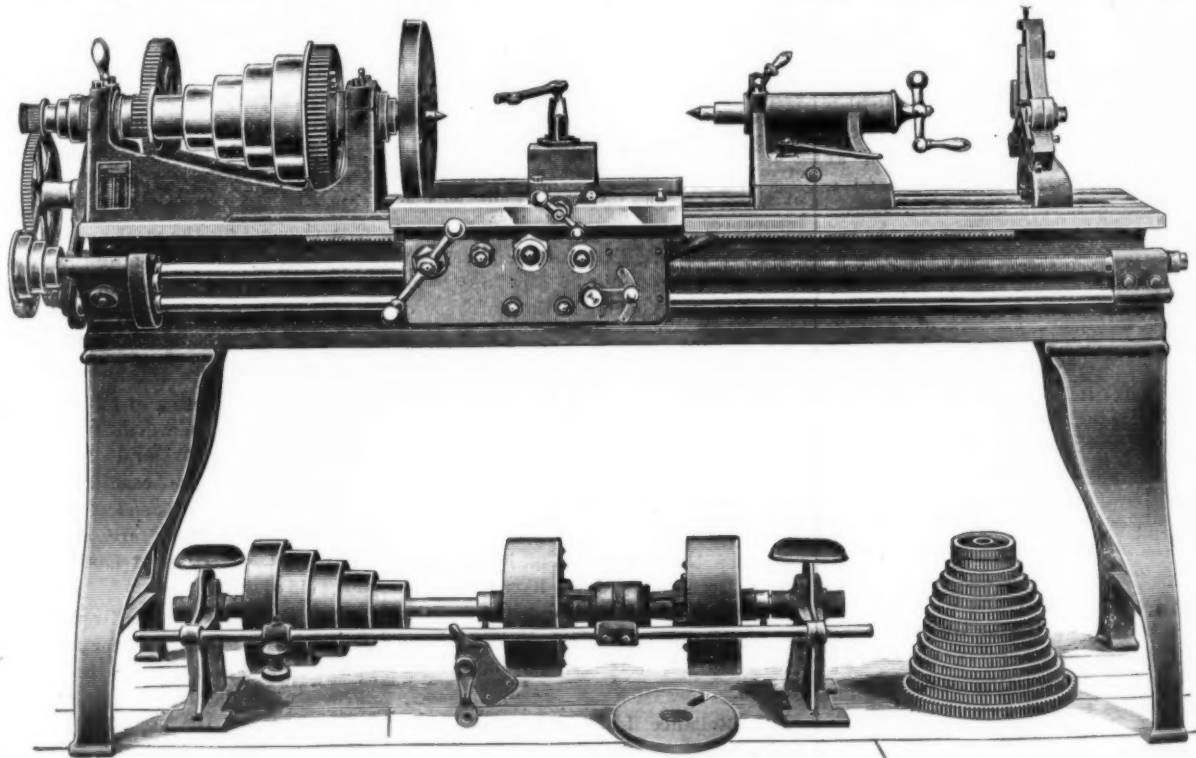
A new and improved taper attachment is furnished if desired, with which tapers up to three inches to the foot may be accurately turned.

The countershaft is fitted with friction pulleys ten inches in diameter by three inches face, of the latest pattern, which operates easily and almost positively, and should run 140 revolutions per minute.

Each lathe is furnished with large and small face plates, steady rest, follow rest and change gears necessary to cut nearly all threads from three to thirty-two per inch, inclusive of eleven and one-half for pipe thread, countershaft and wrenches complete.

Any desired length of bed can be furnished, and also rise and fall rest.

The Springfield Machine Tool Co., Springfield, Ohio, is the manufacturer.



THE SPRINGFIELD MULLER.

and of a form adapted to serve its purpose, and massive, to obviate any tendency to chatter or vibrate under heaviest cuts.

The spindle, which is journaled in hard bronze boxes, is bored to receive 3/4-inch round bar in the rough, and is made from a forging of hard crucible steel in one piece with the collar, which forms a suitable surface for the face plates to screw against.

Value of this arrangement becomes apparent in connection with large hollow spindle, as it not only affords an ample shoulder for face plate, but also permits

time to cause breakage.

Belt feeds are proportioned to give 100, sixty-three or thirty cuts to the inch, which will answer the usual requirements.

With the gearing a range of feeds from twelve to 150 per inch is possible, suitable for any purpose.

The handle shown in front of lead-screw box at head end of lathe must simply be turned to the right or left to respectively engage the gear or belt feed, or vice versa, without the necessity of disengaging the change-gearing or removing the belts. A desirable combina-

Electric Power for Coal-Mining.

One of the largest coal-operating concerns in Ohio, Messrs. Ellsworth, Morris & Co., have decided to cut their coal by electrical machinery. The system to be employed is the three-phase system of the General Electric Co., and the plant will consist of one 135 horse-power electric generator and eight coal cutters of the new induction motor chain type. These will be placed in two mines at Trail Run and Hartford, Ohio, distant from each other two and one-half miles. The power-house will be located centrally, and

the current will be carried for nearly two miles over aerial wires, which will be run through drill holes into the entries of the mines and be carried to the various points where the cutters are employed.

The Hutson Coal Co., owning and operating coal mines at Deerfield, Portage county, Ohio, has also adopted electrical apparatus for cutting its coal. The plant consists of one 100 horse-power three-phase generator and one six-foot coal cutter. The particular mine in which the cutter is working has just been opened. The entry is driven in only a few hundred feet, and there is only room at present for one cutting machine.

An Unusual Tribute.

A noteworthy compliment is that received by George Draper & Sons, Hopedale, Mass., from the Atlanta Exposition.



It consists of two gold medals, one awarded for "valued exhibit of cotton-working machinery," and the other for "an exhibit of the improved Northrop loom, a device whereby one man or woman can accomplish the work in a weaver's room of at least three under the old style of loom." The fact that these gold medals, the highest possible award, were

New Seven-Inch Standard Four-Sided Molder.

In presenting to the trade its latest improved "Standard" molding machines, the Egan Co. claims for them advantages and conveniences far in advance of any yet placed on the market. This concern has had an extensive experience in building molders, and this new seven-inch molder embodies all the valuable points and improvements suggested by many years of practical experience, without regard to expense. The molder, as ordinarily built, is gotten up as a light machine, and then widened out for larger sizes, without regard to proportion, and by this manner of building them, a five-inch or six-inch machine can be made a nine-inch or 10-inch machine with very little change and without much extra cost.



"Standard" molders are, however, built in proportion to their size. The frame, both as regards length and width, as well as the mandrels, are made in proportion to the machine.

The frame of this molder is especially designed for great strength and strain, and is so constructed that the belts clear each other to overcome all friction and

and lower head, are raised and lowered by the large hand-wheel in front, considered one of the most convenient and perfect means of adjustment; the lower head also has both an independent vertical and lateral adjustment, and the side heads also have an independent adjustment, vertically and laterally, and can also be beveled at will of the operator. It is advantageous to have the side heads raise and lower with the table, as every time the table is raised and lowered it does not interfere in any way with the cut of the side heads, but raises and lowers them with it.

The chip-breakers are better arranged, are more convenient to adjust, and cut in better shape.

Feed consists of four large driven rolls, two above and two in the table, all geared in a very powerful manner. The table can be dropped sixteen inches, so as to take in the very widest base boards, and the expansion gearing for the lower rolls is so perfect that the feed is just as powerful. Upper feed rolls are hung in trunnions, and raise and lower parallel. Pressure on the front or back roll can be increased or diminished at the will of the operator.

With each machine is furnished four slotted steel heads, with one set of straight bits for each head, one capped head, filling-up collars, a full set of feed rollers in sections, wrenches, etc.

The tight and loose pulleys are 12x5½ inches, and should make 1000 revolutions per minute.

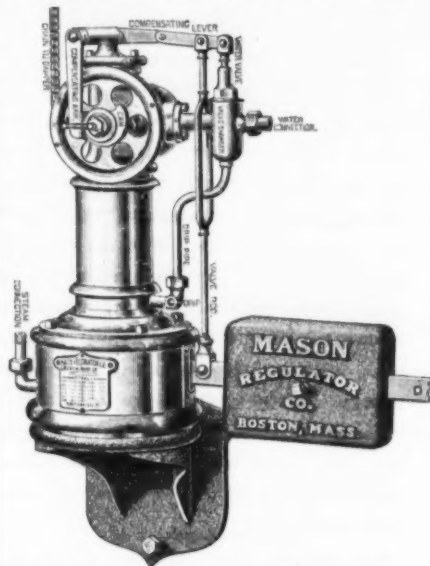
The Egan Co., Cincinnati, Ohio, will give any further information desired.

Mason Hydraulic Damper Regulator

The device herewith illustrated belongs to that class of regulators which are controlled by the variation of the boiler pressure, the motive power for opening or closing the damper being the water pres-

sure to actuate a piston contained in the cylinder. This turns the wheel to which the chain to the damper is attached. In order that the damper may not be entirely open or closed at each change of steam pressure, a compensating arrangement is provided, which is worked by the cam upon the chain wheel.

The machine is made of the best steam

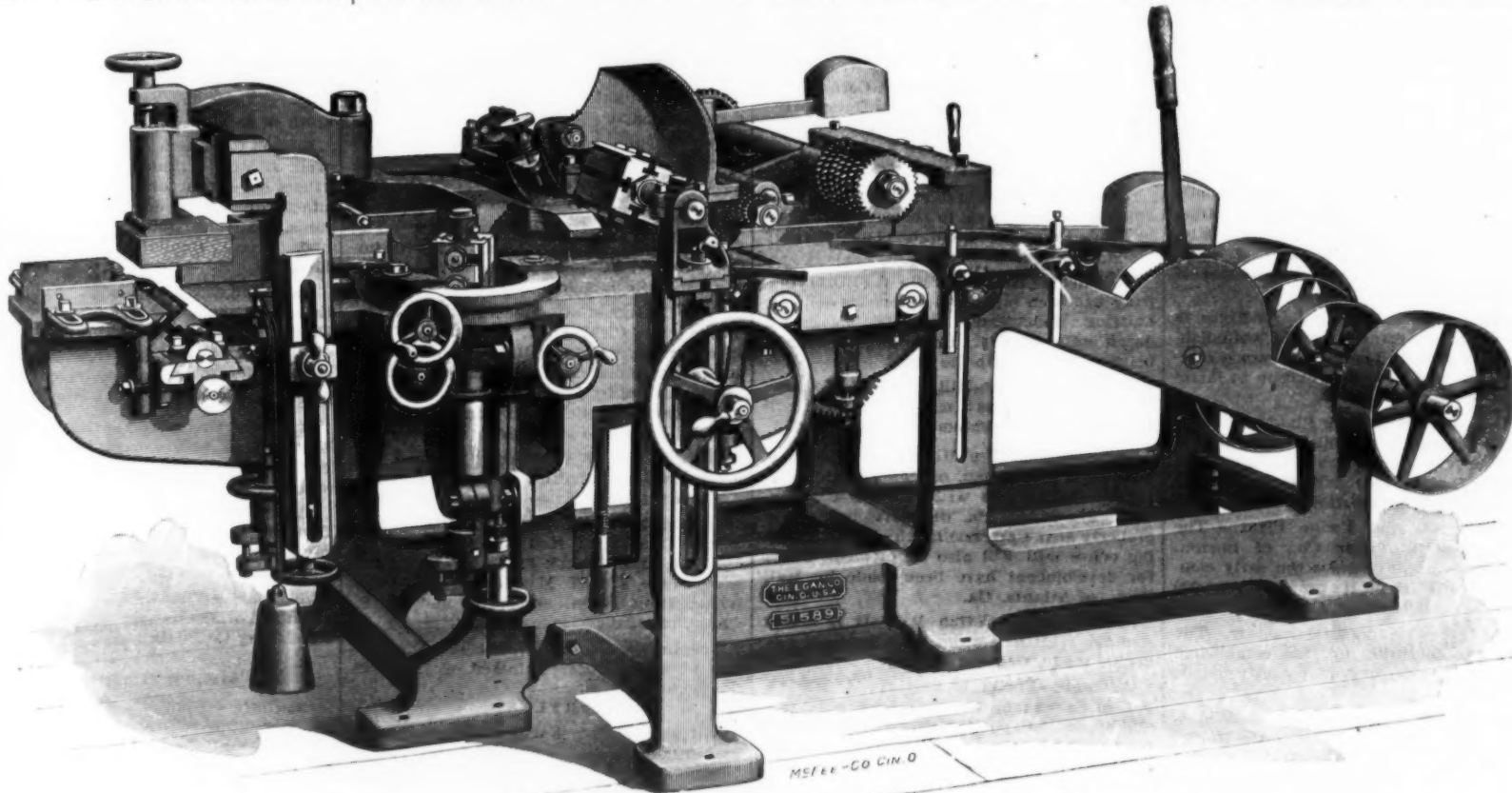


HYDRAULIC DAMPER REGULATOR.

metal throughout, and is guaranteed to work on a variation of one-half pound in the steam pressure. The saving in coal by the use of one of these machines will, it is stated, pay for its cost in a few months. The manufacturer, the Mason Regulator Co., of Boston, Mass., has installed several of these regulators in the South through its agent, Wallace Stebbins, of Baltimore, Md.

Shipping Oil in Bulk.

The Standard Oil Co. will make Baltimore and Wilmington, N. C., its principal distributing points for the section be-



NEW SEVEN-INCH STANDARD FOUR-SIDED MOLDER.

granted after this firm expressly stated that its exhibit was not entered for competition, makes the recognition an unusual tribute to the exhibits. They included three Northrop looms in active operation, each on a different kind of goods; also a sample twister, warper and spooler, together with spindles, temples, rings and other small parts. The medals are of handsome design, as shown by the accompanying illustration.

wearing out of belts, heating of boxes, etc. There is also plenty of room to get at the various parts of the machine.

The main spindle is of the best crucible cast steel, and runs in self-oiling boxes, which are lined with genuine Babbitt metal. An improvement is the patent outside bearing as put on this machine, as it braces both the table and the frame, being connected with the latter at the base.

The table, together with the side heads

sure, which can either be taken from the street main or from the boiler itself. The principal advantage of using the water pressure is the constant and non-variable movement which is obtained. In this regulator the steam from the boiler enters through the tube marked "steam connection," thence under a heavy rubber diaphragm. By acting upon this diaphragm it opens or closes the auxiliary water valve, through the valve rod, and admits

tween Baltimore and Key West. A steamer and barge have been placed in service between Baltimore and Wilmington, the latter city being supplied from Baltimore. Recently a series of tanks and a large pumping station were erected at Wilmington, and here the oil will be placed in tank cars and distributed to substations. The steamer Maverick, which has a tank capacity of 10,000 barrels of oil, will be used in this service.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD

seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Alabama—Handle Factory.—R. G. Burleigh, of Glasgow, Scotland, (owner of handle factories in Tennessee, Mississippi and Ohio) has decided to build another handle factory, probably in Alabama. Investigations have been made at Selma for a site. Address Mr. Burleigh, care of H. J. Johnston, Greenville, Miss., who is manager of his plant in that city.

Anniston—Electric Plant.—J. C. Keith is endeavoring to arrange for the establishment of an electric plant to generate electricity from water for distribution to factories, etc.

Anniston—Woodworking Plant, etc.—Efforts will be made to establish a hollowware plant, iron-wire works, crate factory, dish and veneer factory, etc. Will F. Wynne can be addressed for information.

Anniston—Net and Twine Plant.—The American Net & Twine Co., of Boston, Mass., is now arranging for the early commencement of work on its proposed \$250,000 plant to be established at Anniston.

Birmingham—Chewing-gum Factory.—The Gilbert Manufacturing Co. has established its chewing-gum factory, as recently noted; W. F. Russell, superintendent.

Birmingham—Foundry, etc.—J. A. Wiggs, Jr., and others have incorporated the Robinson Foundry & Machine Co., with a capital stock of \$25,000, for transacting a foundry business. C. W. Winn, A. C. Howze, W. G. Robinson, W. E. Leake and R. S. McKnight are among those interested.

Edwardsville—Copper Mines.—A new company is improving extensively the Wood copper mines near Edwardsville and will resume operations shortly.

Geneva—Water Works.—The city contemplates the construction of water works. Address the mayor.

Greensboro—Oil Mills, Electric Plant, Ice Plant, etc.—Robert F. Otts has about completed his grist mill, ginney and firewood factory, noted last week; also contemplates erecting a four or five-ton ice plant, cottonseed-oil mill, electric plant to light town of 2000 inhabitants, etc.*

Gurley—Water Works.—It is stated that contract has been let to Gilles, Vance & Co., of Maysville, Ala., for construction of water supply.

Mobile—Woodenware Factory.—The Chicago Woodenware Co., of Chicago, noted last week, will erect a large branch mill and factory at Mobile to supply Eastern and Southern trade; H. E. Howard, of Chicago, treasurer.

Mobile—Handle Factory.—C. N. Spencer, late of London, Canada, has bought a half interest in the excelsior factory and will double the capacity of same; will also put in handle machinery.

ARKANSAS.

Cotton Plant—Water Works.—F. B. Robinson is mentioned in connection with proposed water works.

Little Rock—Gold Mines.—It is stated that the Pearl Mining & Smelting Co. has struck paying gold veins on its property near Little Rock, which it has been developing. The directors of the company are B. S. Thalhimer, H. H. Rottaken, A. H. Fix, A. Brizolara, W. R. Dooley, George Reichardt and George McLean.

Montreal—Coal Mines.—The Red Rock Coal Co. has been organized to develop coal mines, with R. G. Williams, president.

St. Francis—Saw Mill.—B. D. Williams is putting in new machinery for the manufacture of handles, etc.

FLORIDA.

Green Cove Springs—Canning Plant.—H. F. Hafer will erect a canning plant of 10,000 cans daily capacity. Site has been bought.

Jacksonville—Garbage Crematory.—The board of public works will recommend the purchase of another city garbage crematory; estimated cost about \$15,000. Address secretary of board.

Jacksonville—Heat, Power, Cold-air Distribution, etc.—D. G. Ambler and Arthur Meigs have applied to the city council for authority to lay underground pipes to conduct heat, cold, power, etc.

Pensacola—Mercantile.—H. J. Cashman and others have incorporated the West Florida Dry Goods Co., with a capital stock of \$20,000.

South Jacksonville—Broom Corn, etc.—Lohman Bros. have commenced the growing and manufacture of broom corn.

GEORGIA.

Barnesville—Electric-light Plant.—The city voted affirmatively as to the proposed \$7000 in bonds for an electric-light plant, recently noted. Address the mayor.

Barnesville—Knitting Mill.—A \$10,000 company has been organized to erect a mill for knitting underwear, capacity being 100 dozen suits per day. Preparations are now being made to equip the plant.

Brunswick—Saw Mill, etc.—G. Loewenstein will erect a saw mill, and a wind mill for the irrigation system noted last week.

Cartersville—Ochre Mills and Deposits.—Garret B. Linderman, of South Bethlehem, Pa., in conjunction with Thomas C. Crenshaw, Jr., of Georgia, will develop an ochre property near Cartersville which he owns. A big ochre mill will also be erected. Plans for development have been made by Hall Bros., of Atlanta, Ga.

Chattahoochee—Cotton Mill.—It is stated that the Whittier Cotton Mills will probably double its 10,000-spindle plant.

Columbus—Fertilizer Factory.—J. W. Huger, of Savannah, Ga., representing himself and others, has purchased a tract of land at Columbus on which to erect a large fertilizer factory. Ten acres of land were bought from L. H. Chappell. The factory will employ seventy-five hands.

Dalton—Hotel Company.—The Hotel Dalton Co. has been incorporated, with a capital stock of \$35,000, by R. I. Peak and others.

Macon—Water Works.—The Macon Gas, Light & Water Co. is considering plans for extensive improvements and extensions.

Rome—Rolling Mill.—The Rome Rolling Mill (S. Mays Ball, of Atlanta, Ga., lessee) has completed putting in an electric-light plant. The plant is now running on double time, and 200 hands are employed.

Savannah—Rice Mill.—The stockholders of the Planters' Rice Mill, which was burned last week, are considering the rebuilding of the plant.

Yarborough—Flour Mill.—H. Yarborough will improve his flour mill, putting in bolting cloths, etc.

KENTUCKY.

Jackson—Timber Lands.—At public sale on July 23, 200,000 acres of timber land, owned by the Kentucky Union Land Co., were sold to A. P. Humphrey, of Louisville, Ky., as trustee for the stockholders.

Louisville—Brass Works.—The Enterprise Brass Manufacturing Co. has been reorganized, adding new capital and proposing to add new machinery; H. Conrad, president.

Louisville—Broom and Shoe Factory.—The sinking fund commissioners of the State prison have ordered the erection of a three-story workshop, to be used for broom and shoe factory by the Mason & Foard Co., which operates with convict labor. Four hundred hands will be employed.

Louisville—Sewer Construction.—Joseph Nevin, of the city board of public works, has estimated the cost of three new sewers that are necessary at about \$300,000. No definite decision has been reached as to contracting for same, however. Address as above.

Springfield—Water Works.—Construction of water works is talked of. Address the mayor.

Uniontown—Water Works.—Water-works construction is talked of. Address the mayor.

Uniontown—Coal Mines.—Sylvester Pike, of Uniontown, and associates are negotiating for the purchase of 4000 acres of coal lands from W. P. D. Bush, of Louisville, Ky. If the deal is completed the Uniontown Coal Co. will be organized to open mines.

Winchester—Tiling Works.—J. D. King, of Richmond, Ky., may establish in Winchester a plant for making his patent tiling.

LOUISIANA.

Crowley—Rice Mills.—The Crowley Rice Milling Co., Limited, noted last week as ceasing operations, will make some extensive improvements, and all the necessary machinery has been bought.

Eunice—Rice Mill.—For information regarding the proposed rice mill address Martin Carron.

Lafayette—Electric-light and Water Works.—There are reports current that water works and electric-light plant will be erected. Address the mayor.

New Orleans—Wharfage.—The New Orleans & Western Railroad, A. W. Swanitz, manager, will advertise for bids on the construction of 200 or more feet of wharfage.

New Orleans—Land Improvement.—The Lake City Land & Improvement Co. will improve a tract of land near the city, developing a suburb.

New Orleans—Cotton-picker Works.—The Peer Cotton Picking Co., Limited, has been incorporated, with a capital stock of \$50,000, to manufacture and introduce a cotton picker devised by Jno. A. Peer. G. W. Rock, J. A. Brownson, Santos Bilbao and August L. Rettig are also interested.

Ruston—Cotton Compress.—Contract has been closed with Smith & Cameron, of York, Ala., to remove their compress to Ruston.

Shreveport—Land Improvements.—Chartered: The West End Improvement Co., Limited, capital stock \$16,500, for land improvements, etc.; T. E. S. Schumbert, president; Leon Kahn, secretary, and T. B. Chase, treasurer.

Washington—Water Works.—The construction of water works is talked of. Address the mayor.

MARYLAND.

Baltimore—Candy Factory.—George Blome and others have incorporated the George Blome & Son Co. to manufacture candies, etc.; capital stock \$100,000.

Baltimore—Gun Factory.—It is proposed to organize a \$100,000 stock company for the purpose of manufacturing a hammerless gun invented by Ansley H. Fox, of 1205 West Fayette street.

Baltimore—Manufacturing Company.—Henry A. Parr and others have incorporated the Gas Saving Co., with capital stock of \$20,000, to manufacture patented novelties.

Baltimore—Subway System.—The mayor has signed the ordinance authorizing the issuance of city stock for constructing a general subway system. For particulars address Alcaeus Hooper, mayor.

Hagerstown—Drainage System.—The city council has authorized issuing \$7000 in

bonds for extension of the city drainage system. Address the mayor.

Hood's Mill—Planing Mill.—The Hoods Milling Co., already noted as organized, will erect a three-story 28x100-foot building for a planing mill; Harry O. Dorsey, superintendent.

Hyattsville—Water Works.—W. S. Powell, of Annapolis Junction, Md., is reported to have obtained a permit from the town commissioners to lay water pipes for supplying water.

Northeast—Wrench Factory.—The Stephenson Manufacturing Co., recently incorporated, will erect a factory, to employ thirty men.

Rockville—Water Works.—Contract for drilling a well for water supply has been let to the E. H. Miller Co., of Baltimore.

Washington, D. C.—Mineral Company.—The Teoc Mineral Co. has been incorporated to mine and sell teoc and make medicine from same; capital \$10,000; A. W. Mallory, president; Henry C. Saffell, secretary, and F. W. Clements, manager.

MISSISSIPPI.

Aberdeen—Water Works.—There is talk of constructing water works. Address the mayor.

McHenry—Saw Mill.—The Southern Lumber & Export Co. will erect a saw mill of 50,000 feet daily capacity.

Winona—Cottonseed-oil Mill.—The Winona Oil Mill & Manufacturing Co. has been organized, with capital stock of \$35,000, and contracted for the erection of a 40-ton plant. The directors are H. C. Campbell (secretary), J. Purnell, R. T. Gayden and others.

MISSOURI.

Albany—Water Works.—The city is willing to grant franchise for water supply. Address the city clerk.

Dexter—Water Works and Electric-light Plant.—There is talk of the construction of water works.

Grant City—Telephone Plant.—A. N. Kelso and others have incorporated the Grant City Telephone Co., with capital of \$1000, to construct and operate lines.

Kansas City—Coffee Company.—F. P. Smith and others have incorporated the Rieffers-Colorados Coffee Co., with capital stock of \$5000.

Kansas City—Saw Mills, etc.—Arthur Stillwell, J. McD. Trimble, A. C. Robinson and others have incorporated the Pineland Manufacturing Co. to deal in and operate saw mills, etc., in Missouri, Arkansas, Louisiana and Texas. Capital stock is placed at \$165,000.

Richmond—Water Works.—The construction of a system of water works to cost near \$50,000 is talked of. Address the mayor.

St. Louis—Iron Company.—Charles Campbell and others have incorporated the Campbell Iron Co., with capital stock of \$60,000.

St. Louis—Ore-reduction Company.—Alfred Palmer and others have incorporated the National Ore & Reduction Co., with capital stock of \$50,000.

St. Louis—Playground Company.—The Bankson Playground Co. has been incorporated, with capital stock of \$12,000, by J. W. Bankson and others.

St. Louis—Publishing Company.—J. B. Ryan and others have incorporated the Pega Publishing Co., with capital of \$5000.

NORTH CAROLINA.

Charlotte—Gold Mines.—A company will be formed to resume the operation of the Rudasill gold mines near Charlotte.

Charlotte—Shirt Factory.—Harry Johnson and Mr. McLaurin will establish a factory for making shirts and overalls.

Concord—Electric-light Plant.—The Concord Electric Light Co. will add new boilers and other machinery to its plant.

Durham—Fire Company.—The Durham Hose Co. has been organized; J. J. Keller, secretary.

Durham—Ice Plant.—The Durham Ice Co. has let contract to the Fred. W. Wolf Co., of Chicago, Ill., for the erection of a new 15-ton ice plant.

Gastonia—Water Works.—The city, having obtained authority to issue \$18,000 in bonds for water works, will soon hold an election to decide definitely as to issuing them; Edgar Love, clerk.*

La Grange—Tobacco Factory, etc.—The La Grange Warehouse & Manufacturing Co., noted last week as incorporated, has its warehouse about completed, at cost of \$3000; later on a manufacturing plant will be operated.

Murphy—Street Improvements.—The town commissioners have ordered an election on issuing \$20,000 of bonds for street improvements.

Roanoke Rapids—Bridge, etc.—An iron and steel bridge about 275 feet long will be constructed to replace one recently destroyed by a freshet. Address the Roanoke Rapids Power Co.

Stem—Clay Lands.—J. C. Hundley has found clay deposits on his property and will develop same.

Winston—Lithographing Plant.—It is proposed to organize a company to establish a lithographing plant. C. G. Lanier, of Winston, and Richard Ward, of Augusta, Ga., are interested.

SOUTH CAROLINA.

Anderson—Water-power Development.—Regarding the Anderson Water, Light & Power Co.'s proposed new development of water-power, noted last week, it is stated that \$200,000 in bonds will be issued to provide the funds for completing same. It is said that Anderson parties have subscribed for \$50,000 of the bonds. It is expected that from 5000 to 10,000 horse-power can be developed.

Charleston—Mercantile.—The Southern Grocery Co. has been incorporated, with capital of \$10,000, by W. S. Thompson and others.

Charleston—Grain Elevator.—Concerning the elevator enterprise noted last week, we are informed that the South Carolina & Georgia Railroad Co., E. S. Bowen, manager, contemplates remodeling and enlarging a rice elevator into a modern grain elevator, at a cost of about \$10,000; storage capacity to be 200,000 bushels; C. S. Phelps, engineer.

Union—Knitting Mill.—Wm. A. Nicholson, P. H. Cohen and others have incorporated the Excelsior Knitting Mills Co., with capital stock of \$10,000, to establish knitting mills.

TENNESSEE.

Chattanooga—Boat Building.—Joe H. Allison is organizing a \$15,000 company to construct a steamboat of light draught for packet service, of 400 tonnage.

Decherd—Water Works.—There is talk of constructing \$35,000 water works. Address the mayor.

Georgetown—Saw Mill.—B. F. Hall is erecting a saw mill and will add a corn mill.

La Follette—Coke Ovens.—When the railroad now under construction is completed, the La Follette Land Co. will construct from 200 to 300 coke ovens for manufacturing a superior grade of coke. H. M. La Follette, president, informed the Manufacturers' Record last March that this plant was decided on.

Martin—Water Works.—The city has about decided to construct a system of water works to cost \$18,000. Authority to issue bonds will be obtained from the legislature next year. Address the mayor.

Mt. Pleasant—Phosphate Mines.—A syndicate has bought and will develop \$15,000 worth of phosphate lands near Mt. Pleasant.

Newmarket—Zinc Mill.—J. E. Goodner has recently discovered valuable deposits of zinc on his farm, and may develop same. If developments follow a large mill will be erected.

Newport—Electric-light Plant.—The Newport Mill Co. writes that it will doubtless put in an electric-light plant, as recently reported.

Oakdale—Stave Plant.—The F. G. Oxley Stave Co. (of Chattanooga, Tenn.) has just completed a \$20,000 factory at Oakdale and started operations with 100 men.

South Pittsburg—Stave Plants.—The F. G. Oxley Stave Co., of Chattanooga, Tenn., will locate two new plants in the valley between South Pittsburg and Pikeville. The plants will cost about \$25,000 each.

Tullahoma—Water Works.—The construction of water works is talked of. Address the mayor.

TEXAS.

Austin—Water-works Machinery.—The special committee on water and light appointed by the city council has reported steps taken to secure pumps of 8,000,000 gallons capacity to replace the present 3,000,000 ones. Address care of the mayor.

Austin—Cotton Gins.—The White League Gin Co., of White League, capital stock \$6000, has been incorporated.

Dallas—Plow Works.—The Commercial

Club has under consideration the establishment of a plow works by a Northern party.

Fort Worth—Publishing Company.—G. W. Simpson and others have incorporated the Live Stock Reporter Publishing Co., with capital stock of \$5000, for publishing purposes.

Fort Worth—Machine Works.—The Moore-Holden Machine & Foundry Co. has recently organized and will operate a machine and foundry plant. Complete new equipment has been furnished for the plant.

Hempstead—Water Supply.—The Hempstead Water Works Co., recently organized, has let contract for the drilling of an artesian well.

Hempstead—Water Supply.—The Hempstead Artesian Water Co. has been incorporated, with a capital stock of \$3600, for constructing a water supply; incorporators, E. Hauser, F. W. Gradau, Johns & Co., F. F. Thompson and others.

Hico—Water Works.—The construction of water works at probable cost of \$7000 is talked of. Address the mayor.

Morgan—Telephone Lines.—The Bosque County Telephone Co. has been incorporated with capital of \$1000 to construct telephone lines from Morgan to Meridian.

Orange—Cotton Gin.—L. M. Lewis is erecting a cotton gin.

Palestine—Water Works.—The Palestine Water Co. will extend its mains.

Paris—Stone Quarry.—The Texas Midland Railroad has bought stone quarries near Paris and put 200 men to work on same. It is stated that \$27,000 worth of quarrying machinery has been ordered; E. H. R. Green, of Terrell, Texas, general manager of company.

Seabrook—Water Works.—There is talk of the construction of water works. Address the town clerk.

Sherman—Cotton Gin.—Thiessin & Christiansen have commenced erecting the cotton gin already mentioned. It will cost \$7000, and have daily capacity of 100 bales.

Sugarland—Sugar Mills, etc.—Ed. H. Cunningham & Co. have nearly completed their new sugar-house. Their capacity will be doubled when the new addition is completed. They are also erecting a paper mill.

Terrell—Machine Shops.—The proposition of E. H. R. Green, president of the Texas Midland Railroad, to build the company's permanent shops in Terrell, has been accepted.

Wichita Falls—Irrigation System.—A dispatch from Fort Worth states that C. D. Keyes, of Wichita Falls, Texas, is authority for the statement that T. C. Purdy, of St. Louis, Mo. (manager of the Missouri, Kansas & Texas Railroad), representing John D. Rockefeller, of New York city, has, after an exhaustive examination of the project, decided to put in a system of irrigation ditches to bring under cultivation 3000 acres of land. It is stated that a dam sixty-five feet high will be constructed, making a reservoir two miles wide and thirty miles long; estimated cost, about \$600,000.

VIRGINIA.

Berkley—Electric Plant.—Chartered: The Berkley Electric Light & Power Co., with a capital stock of \$50,000, and E. M. Tilley, president; H. J. Palmer, vice-president, and Benjamin Tilley, secretary-treasurer.

Clifton Forge—Woodworking Plant.—Geo. Bartlett & Co. will erect at once the building to accommodate the machinery already noted as to be added.

Edom—Flour Mill.—C. L. Rhodes has bought the Shaver mills and will remodel same, putting in rolls, reels, turbine, etc.

Lynchburg—Plow Works.—The new Lynchburg Plow Co. has appointed J. M. B. Lewis to prepare plans and specifications for its plant. It will consist of four buildings 100x50 feet, with floor space of 20,000 feet. There will also be a number of outbuildings; all to be fire-proof; J. R. McWayne, manager.

Manchester—Electric-light Plant.—The city council has appointed a committee to investigate as to erecting electric-light plant. Address the mayor.

Norfolk—Paper-box Factory.—Chartered: The Norfolk Paper Box Co., with a capital stock of \$10,000, to manufacture paper boxes, etc.; T. H. Daughtrey, president and manager, and Edw. R. Baird, Jr., secretary.

Roanoke—Telephone System.—The establishment of another telephone system is contemplated, at a cost of \$6000 or more. W. N. Fishburne, of Waynesboro, Va., is interested.

Wytheville—Sash and Door Factory.—Robert Massie has purchased the Wytheville Sash, Door and Blind Factory for \$3050.

WEST VIRGINIA.

Elmo—Coal Mines, Coke Ovens, etc.—The W. A. Burke Coal Co. has contracted with the Jeffrey Manufacturing Co., of Columbus, Ohio, for complete electrical equipment for coal mining; will use coal cutters invented by J. L. Beury, increasing output to 400 tons daily. It is intended to erect twenty-five coke ovens also.

Fairmont—Coal Mines.—The Monongah Coal Mining Co. has recently added a \$6000 generator and engine to its plant.

Keyser—Furniture Factory.—Richardson Bros. & Co. have about completed a 100x20-foot addition to their factory, to be used as a finishing department.

Williamstown—Oil Wells.—The Henderson Oil Co. is developing a new field near Williamstown.

Windom—Coal Mines.—The Piedmont Big Vein Coal Co. has been organized, with a capital stock of \$30,000, to develop a tract of coal land of 1041 acres; temporary office at Windom; permanent office probably to be at Piedmont.

BURNED.

Adrian, Ga.—Captain James's saw mill.

Colmesneil, Texas.—The Southern Pacific Railroad Co.'s depot; W. G. Van Vleck, manager, Houston, Texas.

New Lewisville, Ark.—The Sunny South Lumber Co.'s plant; loss \$50,000.

Paris, Ky.—The warehouse of Brent Bros.; loss \$25,000.

Roaring Creek Junction, W. Va.—The bridge of the Roaring Creek & Charleston Railroad; loss \$10,000. Address O. C. Womelsdorf, general manager, Womelsdorf, W. Va.

Savannah, Ga.—The Planters' Rice Mill; loss \$85,000. The Duckworth Warehouse; loss \$40,000.

Springfield, Tenn.—The courthouse of Lake county. Address the county clerk.

Wadley, Ga.—The James Lumber Co.'s plant; loss \$20,000.

West Union, W. Va.—Bridge of the Baltimore & Ohio Railroad (office, Baltimore, Md.) destroyed by rainstorm.

BUILDING NOTES.

Atlanta, Ga.—Buildings.—J. D. Collins has permit to build four three-story dwellings, to cost \$5000 each. Southern Railway Co. has permit to build \$2000 depot.

Atlanta, Ga.—Business Building.—The city has refused permission to the Mutual Building Co. for the erection of the \$500,000 building recently noted. Instead, the company will erect a building to cost near \$100,000; Roby Robinson, secretary.

Augusta, Ga.—Dwelling.—McKain & Johnson have completed plans for a three-story brick dwelling for A. J. Renkl; also completed plans for a six-story building for Solomon Schrameck.

Baltimore, Md.—Hotel.—J. F. Wiessner will remodel a building on Broadway into a four-story hotel.

Baltimore, Md.—Station-house.—Contract has been let to Cornelius Sheehan & Son at \$20,560 for the erection of the new Southern Station.

Baltimore, Md.—Warehouse.—The Diamond Match Co. will build a warehouse four stories high, 18x94 feet.

Baltimore, Md.—Dwellings.—John W. Hoffacker will build nine four-story dwellings.

Baltimore, Md.—Car Barn.—The City & Suburban Railway Co. has let contract to Wm. Ferguson & Bro. for erection of brick and steel car barn.

Barnesville, Ga.—Hall.—The city has voted \$8000 in bonds to build a hall. Address the mayor.

Birmingham, Ala.—Auditorium.—Contract for erecting the auditorium has been let to William Wells at \$11,475.

Dahlonaga, Ga.—Church.—Bids will be opened August 10 for building a 40x60-foot church, either brick or frame; plans at Price & Charter's. Address W. B. Price, chairman.

Danielsville, Ga.—Temple.—The Masonic Lodge will build a three-story temple. Plans have been drawn. Address the secretary of Masonic Order.

Galveston, Texas.—Depot.—Bids will be opened August 10 for the erection of a depot after plans now on file with Engineer Felt, of the Gulf, Colorado & Santa Fe Railroad. Address F. M. Bisbee, superintendent of buildings, etc., care of George Sealy, Galveston.

Gulfport, Miss.—Hotel.—S. Simonson, of New Orleans, La., will build a two-story

20-room hotel at Gulfport. Ridgeley Bros. & Swann, of New Orleans, have prepared the plans.

Hot Springs, Ark.—Home.—It is proposed to raise \$100,000, to be expended on a Pythian Home. Charles F. Fowler, of Little Rock, can be addressed.

Jacksonville, Fla.—Business Building.—Daniel B. Gardner, of Chicago, Ill., has about decided to erect in Jacksonville a six-story building, of brick and iron. Henry I. Cobb, of Chicago, Ill., will prepare plans.

Knoxville, Tenn.—Hotel.—Plans have been prepared for remodeling the Knox Hotel into a four-story building of 169 rooms. Address the manager.

Knoxville, Tenn.—Dwelling.—J. S. Hall has permit to erect a \$2300 dwelling.

Lexington, Tenn.—Courthouse.—A courthouse will be contracted for on August 3; R. H. Hunt, of Chattanooga, architect; E. J. Timberlake, chairman of committee.

Macon, Ga.—University.—It is proposed to expend \$15,000 on improvements to the Wesleyan Female College buildings and grounds.

Mobile, Ala.—Dwelling.—Frank E. Overall will remodel his dwelling, at a cost of about \$7000 or \$10,000.

Morristown, Tenn.—School.—Rev. J. S. Hill has received plans, prepared by Wm. R. Brown, of Chicago, for the 81-room addition to the Normal School.

New Orleans, La.—Dwellings.—J. J. Lyon will erect a \$3000 dwelling, Mrs. H. A. Gaston a \$1400 dwelling, J. C. Marin a \$2800 dwelling, F. W. W. Scherer a \$2200 dwelling, and Widow Seeman a \$2400 dwelling.

New Orleans, La.—Office Building.—James Stewart & Co., of St. Louis, Mo., have received contract to erect an office building, 100x60 feet, at Port Chalmette for the New Orleans & Western Railroad.

Norfolk, Va.—Hotel.—The Monticello Realty Co., noted last week as to build a \$400,000 hotel, has been granted charter, with capital stock placed at \$500,000. D. Lowenberg is president; C. W. Grandy, secretary-treasurer, both of Norfolk. Sylvanus Stokes, of Baltimore, Md., is also interested, and will manage the new hotel when it is completed. The company expects to begin work on the building within the next sixty days. Most of the work will be performed by day labor, under the direction of Messrs. Carpenter & Peebles, architects, of Norfolk. The hotel will cost about \$400,000 and have accommodations for 500 people. It will have between 250 and 300 sleeping-rooms. The lower portion will be constructed of stone and the upper portion of ornamental brick. The inside work will be of metal and the roof of gravel. The structure will be as near fire-proof as possible, with hardwood finish, steam heat and electric lights. At least three elevators will, it is said, be required, of the most modern pattern. A refrigeration plant, also a steam engine and boilers, will be required. All the furniture, apparatus, building material, etc., are yet to be purchased by the company. Sylvanus Stokes, care of Eutaw House, Baltimore, may be addressed, or Messrs. Carpenter & Peebles, architects, Norfolk, Va.

Petersburg, Va.—Store.—John A. Gill & Bro. have let contract to W. W. Robinson for erection of a \$10,000 store.

Raleigh, N. C.—Church.—Plans have been accepted for the new Presbyterian church, to cost about \$20,000; W. S. Primrose and George Allen, committee.

Raleigh, N. C.—Hall.—Contract has been let to Jeff Ellington for erection of Horticultural Hall.

Richmond, Va.—Jail.—A committee is investigating as to the erection of a new jail. Address Judge S. B. Witt.

Sliversville, W. Va.—Church.—Bids will be opened August 1 for erection of Presbyterian church after plans at office of McCormick & Morrison. Address F. D. McCoy, of the building committee.

St. Louis, Mo.—Office Building.—Permit issued for the erection of an office building, sixteen stories high, 50x114 feet, 190 rooms, and to cost about \$300,000. Mrs. A. A. S. Morrison and Mrs. S. S. Peugnet can be addressed.

Thomasville, N. C.—Orphanage.—The Baptist Orphanage will erect an additional \$10,000 building. Address the trustees.

Washington, Ga.—Theatre.—Jno. D. Floyd will build a \$20,000 opera-house.

Washington, D. C.—Dwellings, etc.—William J. Palmer has plans for nine dwellings, three stories, electric fixtures, heating apparatus, etc.; J. A. Blundon, owner. J. H. Meriwether has permit to build \$40,000 dwelling, two stories, furnaces and La-trobes, etc.; plans by N. T. Haller. Luther F. Hall has permit for nine dwellings, to cost \$45,000, three stories, 16x44, furnaces,

etc.; contract let to R. M. Boyle. Galloway & Son have contract from Bernard Schlosberg to erect \$5000 dwelling after plans by A. B. Mullett. James M. Dunn will erect a three-story dwelling, to cost \$10,000. A. B. Mullett & Co. have plans for additions to Joseph Gawler's store, at cost of \$6000; will have electric freight elevator with automatic folding hatches, etc.; contract let.

Wheeling, W. Va.—Storage.—Henry Kalbitzer will erect addition to his store for storage, etc.

Wilmington, N. C.—Hotel.—It is proposed to organize a stock company to build a hotel at Ocean View. Over \$20,000 has been subscribed. William H. Chadbourne is interested.

RAILROAD CONSTRUCTION.

Steam Railways.

Aberdeen, Miss.—A correspondent of the Manufacturers' Record states that the parties promoting the railroad line between Aberdeen and Pittsburg, Tenn., include W. C. Fitzgerald, of Burnsville, Miss. The line has been surveyed. Mr. Fitzgerald is an experienced railroad builder, and has successfully promoted several enterprises. It is stated that right of way has been secured over the entire route.

Atlanta, Ga.—R. M. Mitchell, one of the principal promoters and president of the Atlanta & Alabama Railway, writes the Manufacturers' Record that this road will be 100 miles long, and will extend from Atlanta to Selma, Ala. Surveys have been made, part of the line graded, and rights of way secured for over two-thirds of the distance. Mr. Mitchell states that parties along the route will aid it to the extent of \$3000 per mile in subscriptions and donations, and that arrangements may be made to float an issue of 5 per cent. bonds in Europe. Mr. Mitchell's address is 19 South Broad street, Atlanta, Ga.

Augusta, Ga.—J. C. Stanton, one of the promoters of the line between Chattanooga and Augusta, writes the Manufacturers' Record that the syndicate now interested proposes to build from Evansville, Ind., to Augusta by way of Chattanooga. Efforts are being made to induce parties in towns interested to take subscriptions to the stock. Mr. Stanton's present address is the Plaza Hotel, New York.

Baltimore, Md.—It is reported that several large sections of track of the Baltimore & Ohio system in West Virginia have been washed away, a number of bridges and several tunnels considerably damaged. Wm. T. Manning, of Baltimore, is chief engineer of the line.

Bel Air, Md.—It is announced that the York Southern Company is surveying the proposed line between Bel Air and Delta, Pa. W. L. Walworth is president of the company, with headquarters at York. John S. Ball is general agent of the company at Baltimore, Md.

Concord, N. C.—The people of Concord are again agitating the question of building a branch from that town to some point on the Seaboard Air Line, and it is reported that negotiations are now in progress with this end in view. E. St. John, Portsmouth, Va., is president of the Seaboard Air Line.

Corinth, Miss.—It is reported that about ten miles of the Greenville, Nashville & Chattanooga line have been graded, and that rails are being purchased by the company. The line is surveyed from Corinth to Hamburg, Tenn., eighteen and one-half miles. George H. Bunch, of Memphis, is general manager.

Ellisville, Miss.—Business men of Ellisville are negotiating with the Mobile, Jackson & Kansas City Company for the purpose of having the line built through that town. A fund is being raised to donate to the company.

Fort Worth, Texas.—Hon. B. B. Paddock, mayor, writes the Manufacturers' Record that the portion of the Fort Worth Belt Line to be built will be one mile long. It will extend from the Union Stock-yards to the railroad systems entering Fort Worth.

Greenville, S. C.—It is reported that the present owners of the Carolina, Knoxville & Western Railroad may extend it north to a connection with some line in Tennessee. It has been purchased by James T. Williams, mayor of Greenville, who is supposed to represent a syndicate of capitalists.

La Follette, Tenn.—The railroad being built by the La Follette Coal & Iron Co. is expected to be completed about October 1. It will be fifteen miles long. Messrs. Callahan & Co., of Knoxville, who are the contractors, have two forces of men at work. H. M. La Follette is president of the company.

Lebanon, Mo.—A correspondent of the Manufacturers' Record writes that parties in Des Moines, Iowa, are promoting the proposed railroad line between Lebanon and Versailles, which is to be sixty miles in length. About \$10,000 has already been secured in stock subscriptions, and parties along the road have promised to do grading and other work gratis. R. T. C. Lord, of Des Moines, is among those interested.

Luverne, Ala.—It is reported that arrangements have been completed for a railroad spur from Luverne to Glenwood. It will be about six miles long and will be a branch of the Central of Georgia. H. M. Comer, of Savannah, is president of the Central.

Mobile, Ala.—F. H. Merrill, of the Mobile, Jacksonville & Kansas City Railroad, who has been in Europe in the interest of this line, has returned to this country. He is quoted as saying that all arrangements for building the road have at last been completed. It is reported that work has begun at Mobile. The Gulf City Construction Co., of Mobile, in which Mr. Merrill, and also Hon. H. Austel, of Mobile, is interested, has secured the general contract to build the line.

Nashville, Tenn.—H. Brinkley, one of the principal promoters of the Union Belt Railroad, states that nothing will be done towards building this road for several months. It will be extended from a point on Broadway, in the city, to a point in the eastern suburbs, connecting with Kansas City, Memphis & Birmingham, the Nashville, Chattanooga & St. Louis, the Knoxville & Memphis & Charleston; also the Louisville & Nashville and the Chesapeake & Ohio. It is intended to terminate at what is known as the navy-yard. The object of the road is to relieve the factories in the suburbs from exorbitant switching rates.

Panasoffke, Fla.—H. A. Batchelor & Co. are preparing to build a tramroad in the cypress district near Panasoffke.

Paris, Texas.—The extension of the Texas Midland road from Commerce, Texas, to Paris is expected to be completed about September 1. The line will be opened for business September 10. E. H. R. Green, at Terrell, Texas, is president.

Parkersburg, W. Va.—It is reported that several bridges and four miles of track of the West Virginia & Pittsburg have been destroyed by floods. Johnson N. Camden, of Parkersburg, is president of the company.

Pattonsburg, Mo.—The parties interested in the proposed railroad between Pattonsburg and Trenton, Mo., in connection with the Quincy, Omaha & Missouri, have incorporated the Omaha, Kansas City & Eastern Company, with \$1,500,000 capital. The object is to build the line between Pattonsburg and Trenton, thirty-four miles, and to secure control of several other roads, making a short line between Kansas City and the Mississippi river. A. E. Stillwell, president of the Kansas City, Pittsburg & Gulf Railroad, of Kansas City; L. J. Martin, of the same place; John L. Welch, of Philadelphia, Pa., and Theo. Gilman, of Yonkers, N. Y., are among the incorporators.

San Antonio, Texas.—Oscar Bergstrom, representing the owners of the San Antonio & Gulf Shore Railroad, advises the Manufacturers' Record that the grading has been completed on eleven miles of the proposed extension, and most of the rails purchased. A bridge will be required; also a small quantity of rolling stock.

Savannah, Ga.—The railroad line projected between Savannah and Foot Point will be about twenty-five miles in length. John K. Garnett, of Savannah, is one of the principal promoters of the enterprise.

Sulphur Springs, Ark.—The Sand Creek & Sulphur Springs Company has been incorporated to build a line from Sand Creek to Sulphur Springs, in Jefferson county. The incorporators include N. T. White, Frank Kendal, W. F. McGann and M. F. McWilliams; the address of the incorporators unknown at present.

Electric Railways.

Baltimore, Md.—The Baltimore, Middle River & Sparrow's Point Railway is nearly completed to Middle river, in Baltimore county, and will be open for operations in a few days. James Young is president of the company.

Baltimore, Md.—The City & Suburban Railway Co., Nelson Perin, president, is considering an extension of its line in the suburbs to Arlington. An iron bridge will be needed for the route.

Berryville, Ark.—Among those interested in the proposed electric line from Berryville to Eureka Springs are Dr. W. P. George, J. W. Freeman and C. S. Denton. It is expected to begin surveying the road at an early date. The road is intended to be one of several

to be built in Northwest Arkansas, and will be twelve miles long.

Clarksville, Tenn.—About one mile of the Clarksville Electric Railroad line has been completed, and it is expected to complete the road about August 10. John H. Shelton is one of the directors of the company.

Crisfield, Md.—Business men in Crisfield are considering the question of building an electric railway line about two and one-half miles in length. Clarence Hodson would be pleased to receive estimates for building such a line; also cost of material, etc.

Norfolk, Va.—The Norfolk, Willoughby Spit & Old Point Railroad Co., it is stated, has decided to extend this road from Ocean View to Willoughby Spit. A. H. Page is president; I. S. Page, vice-president; C. E. Morton, secretary and treasurer of the road, all of Norfolk.

Norfolk, Va.—Prest. H. L. Page, of the Norfolk, Willoughby Spit & Old Point Railroad Co., advises the Manufacturers' Record that the extension to Willoughby Spit will be about two and one-half miles long, and will be completed by September 1. The company will be pleased to negotiate with steamboat owners and companies relative to placing a steam ferry on the route between Old Point and Willoughby Spit.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Belting.—See "Electric-light Plant."

Boiler and Engine.—W. J. Mann, Stock Yard, W. Va., is in the market for a six horse-power boiler and engine on wheels.

Boiler and Engine.—Wanted, a 100 horse-power boiler and an eighty horse-power engine. Address P. O. Box 581, Baltimore, Md.

Boilers and Engines.—See "Brick Machinery."

Brick Machinery.—Carmichael & Co., Wellsburg, W. Va., want catalogues and dealers' prices on brick machinery, boilers, engines and supplies.

Bridge.—Sealed proposals will be opened August 17 for construction of a steel bridge and repairs to road at Port Hudson, La. Address John L. Clem, major, U. S. A., Atlanta, Ga.

Broom Machinery.—S. P. Collin, Wilmington, N. C., wants to correspond with makers of broom machinery.

Bucket and Tub Machinery.—See "Wood-working Machinery."

Building Materials, etc.—J. S. Hall, Morristown, Tenn., will receive prices on repressed brick, doors, sash, flooring, shingles, steel I beams, two elevators, several thousand feet of gas and water pipe, steam or hot-water heating apparatus, gasoline gas plant, etc.

Chaser Mill and Crusher.—Wanted, a chaser mill (large size), four pairs of mill stones and one stone crusher.

Cotton Mill.—M. E. Gray, Columbus, Ga., wants information regarding manufacturing cotton batting, and cost of machinery for same.

Electric Lighting.—Goldsboro, N. C., will open bids July 30 for lighting the streets with electricity. Address F. H. Bain, city clerk.

Electric Lighting.—The time of opening bids for electric lighting at Ocala, Fla., has been postponed to August 20. Address the mayor.

Electric-light Plant.—Sealed proposals will be opened August 10 for erection of an electric-light plant for Dawson, Ga. Blank forms can be obtained of Frank Lederle, 608 Gould Building, Atlanta, Ga., or of Dr. J. G. Dean, chairman committee, Dawson.

Electric-light Plant.—James Pryor & Co., Grenada, Miss., want a small electric-light plant for two storerooms.

Electric-light Plant.—The Maryville Light & Power Co., Maryville, Tenn., wants to buy a 750-light alternating dynamo and station equipments, such as 5000 feet of water-proof wire, one 60, two 20, four six, one 10

and one 70-light transformers, 300 yards of lamp cord, 300 rossets and sockets, and one nine-inch perforated-leather dynamo belt forty-five feet long.

Electric-light Plant.—The Newport Mill Co., Newport, Tenn., will buy an electric-light plant.

Electric-light Plant.—Robert F. Otts, Greensboro, Ala., wants prices on plant for lighting with electricity town of 2000 inhabitants.

Elevator.—The Southern Log Cart & Supply Co., Mobile, Ala., is in the market for a hand-power freight elevator.

Elevator.—Sealed proposals will be opened August 12 for furnishing and erecting complete a hydraulic passenger elevator or an electric passenger elevator, etc., at the United States courthouse at Wilmington, Del. Address Wm. Martin Aiken, supervising architect, Washington, D. C.

Elevators.—See "Building Materials."

Grinding Mill.—See "Phosphate Mill."

Gas Plant.—See "Building Materials."

Heating Apparatus.—See "Building Materials."

Heating Apparatus.—Proposals will be opened August 7 for heating school with steam. Address R. S. Carr, Charleston, W. Va., for particulars.

Heating Apparatus.—A. J. Baldwin & Co., Dawson, Ga., will buy within thirty days heating apparatus for opera-house.

Heating Apparatus.—The Hotel Co., Louisville, N. C., wants estimates on hot-water heating apparatus for hotel; also on 1200 feet of six-inch terra cotta sewer pipe, and 1200 feet of same, 10-inch.

Ice Machine.—C. W. Sprinkle, Pennsboro, W. Va., wants prices on a second-hand ice machine of one or two tons capacity.

Ice Plant.—Robert F. Otts, Greensboro, Ala., wants prices on four or five-ton ice plant.

Levee Construction, etc.—Sealed proposals will be opened August 10 for raising and enlargement of a number of levees. For further particulars address F. L. Maxwell, president fifth district levee board, Tallulah, La.

Lumber-mill Machinery.—B. J. Potter, Newberry, Fla., wants to buy a small gang edger, three saws, a slab carrier, etc.; second-hand will do if in good order.

Oil Mill.—Robert F. Otts, Greensboro, Ala., wants prices on cottonseed-oil mills.

Paper Cutter.—Wanted, a second-hand paper cutter for cash. Address "Paper Cutter" 10, Sun Office, Baltimore, Md.

Phosphate Mill.—Charles W. Wilkins, 201 Equitable Building, Boston, Mass., wants to buy a good second-hand mill for grinding land pebble phosphate rock. State make, price and horse-power required to operate it.

Piping.—See "Building Materials."

Piping (Terra Cotta).—See "Heating Apparatus."

Plow Machinery.—The Lynchburg Plow Co., Lynchburg, Va., J. R. McWayne, manager, will want complete outfit for plant, and later on a list of the machinery wanted will be published in this column.

Rails, etc.—The Peninsular Construction Co., Baltimore, Md., will be in the market within the next sixty days for about 2700 tons of 60-pound steel rails, Pennsylvania Railroad standard. Contracts will also be let within the next sixty days for grading and other work on twenty-five miles of railway. W. H. Bosley is general superintendent, corner North and Fayette streets, and J. W. Troxell, chief engineer, Queens-town, Md.

Road-working Machines.—J. E. Smith, Monticello, Fla., wants to correspond with makers of road-working machines.

The Moncrief-Dowman Co., Atlanta, Ga., wants addresses of manufacturers and dealers in pews, opera chairs, etc., for churches.

Tobacco Machinery.—G. E. Billings, Fairbanks, S. C., wants to buy machinery for cutting and separating leaf tobacco into smoking tobacco.

Water Wheel.—C. L. Rhodes, Edom, Va., wants to buy a second-hand turbine wheel, about 15-inch (Alcott preferred).

Water Works.—The city of Gaffney, S. C., is ready to employ competent firm to make surveys and take contract for complete construction of water works. Address chairman board of public works.

Water Works.—The Walkertown Water Works Co., Walkertown, Ind., wants bids on erection of tower, pumping station and equipment complete of water system. Plans now on file, can be obtained by addressing William Clem, secretary.

Wind Mill.—Wanted, second-hand wind mill. Address A 222, Sun Office, Baltimore, Md.

Woodworking Machinery.—S. P. Collin,

Wilmington, N. C., wants to correspond with manufacturers of machinery for buckets and tubs.

Woodworking Machinery.—George Bartlett & Co., Clifton Forge, Va., will want wood-working machinery.

Woodworking Machinery.—A. J. Twigg, Augusta, Ga., wants to buy machinery for making barrel staves, heads and veneers.

TRADE NOTES.

A number of second-hand machines, but little used, are offered for sale by W. H. Mullins, Salem, in a card elsewhere. The list embraces duplex pumps, milling machine drills and lathes.

An opportunity to secure a circular-saw mill complete, which has been run only a few months, is presented in a special card elsewhere of J. T. Wood & Son, Bridesburg, Philadelphia, Pa.

The Durham Ice Co., Durham, N. C., has closed contract with the Fred W. Wolf Co., of Chicago, for a complete ice-making plant of fifteen tons daily capacity, to be erected at once. The plant of this company was recently destroyed by fire.

The ownership or an interest in a new and improved rice huller is offered for sale by James Cantwell, Box 409, Washington, D. C., by a card in our advertising columns. It is desired to secure a manufacturer to place a number of these machines on the market.

The Glidden metal polishes are meeting with large sales and making many friends throughout the South. These products meet a fixed demand, which their quality and general usefulness is constantly extending. The Glidden Specialty Supply Co., Cleveland, Ohio, is the manufacturer.

Arrangements have been made by which Weir & Wilson, of Baltimore, will represent the Van Wagoner & Williams Hardware Co., Cleveland, Ohio. The well-known products of this company, handled by such an aggressive firm, will no doubt grow in popularity with the Southern trade.

The Charles Munson Belting Co., of Chicago, Ill., has just completed the belting for a number of large plants, among them being the new plant of the Springfield Electric Light & Power Co., of Springfield, Ohio, which consisted of a 60-inch three-ply Eagle belt, a 30-inch and a number of smaller belts; also the new plant of the Stonewall Cotton Mills, of Stonewall, Miss.

The Louisville Banking Co., at Louisville, Ky., has for sale the saw mill near Beattyville, Ky., which offers an excellent opportunity to saw-mill men. The plant has a capacity of 45,000 feet per day, and adjacent to it is a planing mill. Both are in complete order, and located upon six and one-half acres of ground near very extensive timber tracts. Anyone interested may address the company at Louisville.

Manufacturers of spokes are having quite a boom. Messrs. Wels & Lesh, the well-known manufacturers, of Jackson, Tenn., recently almost doubled the capacity of their plant, and, paradoxical as it may seem, did so by reducing the number of their machines, or, more properly speaking, by replacing their equipment of twelve lathes, which have been running five years, with seven of the Egan Company's new and improved automatic lathes. With these lathes, owing to the many improvements embodied in them, Messrs. Wels & Lesh are, as stated, enabled to nearly double the capacity of the plant, and to better advantage than had the old lathes been retained and fewer new ones added.

Considerable attention in architectural and building circles has been directed towards quarries now being developed at Gulf, N. C. A beautiful buff sandstone is being produced, which has many advantages for building purposes. It readily responds to dressing, and can be easily finished for the finest classes of work. As it is not affected by fire, and possesses other qualities which add to its value for any grade of work, this stone promises to become generally popular. The quarries will soon be ready to place this stone on the market, and samples are now being sent out to architects, contractors and engineers. Those desiring to examine this product can secure sample stone by addressing the Deep River Buff Stone Quarries, Gulf, N. C.

New Orleans is fast becoming a centre for great supply depots. In this city the products of the most advanced factories are effectively displayed in branch stores, and

the advantages of the home factory are frequently at the disposal of the buyer. A conspicuous example is the establishment of the New York Leather Belting Co. Occupying a capacious double store at 216 and 218 Baronne street, it is the headquarters of a large and growing trade. The houses of this well-known company comprise now New York, Boston, Chicago, Cleveland and New Orleans. The New Orleans store carries a complete assortment of oak-tanned leather belting and lace leather, India rubber goods, rubber clothing, rubber belting, rubber hose, cotton hose, packing and all mechanical rubber goods, besides a full line of mill supplies. The company is also Southern agent for the Manhattan Rubber Manufacturing Co., the Eureka Fire Hose Co., carrying rubber and rubber-lined cotton fire and steam hose of Eureka, Paragon, Red Cross and other brands. The local manager is Mr. H. N. Towner, of Memphis, Tenn., who is the head of the well-known supply house of Towner & Co., of that city. He devotes his personal attention to the interest of both houses.

Raw-hide roofing and siding papers are rapidly becoming popular. The utility of this product is shown by a letter sent to the manufacturers, C. S. Garrett & Son, Philadelphia, Pa., by the Manly Manufacturing Co., the well-known jail-building concern. This letter was as follows: "We write to say that about one-half of all the visitors to the Atlanta Exposition examined our jail exhibit. It would surprise you to know how many of them have remarked, 'Just think of it, a brick building lined with sheet iron and absolutely fire-proof!' It is, as you know, entirely covered outside and inside with your paper. The No. 210 raw-hide roofing paper on the roof we thoroughly painted and secured with small strips, and it has every appearance of a steel roof, and is undoubtedly more durable, because it cannot rust. The exterior walls we covered with No. 200 raw-hide lining. This we painted to resemble brickwork, and the building universally passes for a brick building. The photograph shows its appearance. The duplex plaster board on the inside we arranged in various ways in the different rooms as to color for walls, ceiling, dado and frieze, by simply using either the red or the blue side out. Without any exception, all of the paper has given greatest satisfaction in every possible way, and very many visitors have expressed themselves as intending to use it, and we congratulate ourselves upon having had it for one of the most unique exhibits at the exposition."

Iron Markets.

Cincinnati, Ohio, July 25.

The pig-iron trade throughout the central West during the past week has been very light. The manufacturers, foundries and rolling mills are indisposed to anticipate their wants, and do not yield to the tempting low prices obtainable for early delivery.

General apathy seems in command in the territory known as the Cincinnati district. The revival of stocks and bonds and the wise policy inaugurated by the banks to support the government's gold reserve impart a measure of confidence in monetary matters, and improve the general tone of the market.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry..	\$10 25@10 50
Southern coke No. 2 foundry..	9 75@10 00
No. 1 soft.....	9 75@10 00
Lake Superior coke No. 1.....	12 00@12 50
Lake Superior coke No. 2.....	11 50@12 00
Hanging Rock charcoal No. 1.....	15 50@16 50
Tennessee charcoal No. 1.....	13 00@14 00
Jackson Co. silvery No. 1.....	13 50@14 00
Southern coke, gray forge.....	9 00@9 25
Southern coke, mottled.....	9 00@9 25
Standard Alabama car-wheel.....	14 75@15 50
Tennessee car-wheel.....	13 50@14 50
Lake Sup. car-wheel & malle.....	14 75@15 25

New York, N. Y., July 25.

We are going through the depths in the iron market at present. The general feeling is best illustrated by the events of the stock market the past week. The craze to sell sent prices down to the levels reached after the panic of '93 and the Venezuelan scare. Then, as soon as New York bankers made provision for preventing foreign raids upon our gold, confidence returned as rapidly as it went. In iron, it is only the cool-headed buyers who have money to use and have not lost faith in the stability of American institutions that are doing anything. Such men are

taking hold. Cases are reported where buyers with stocks on hand to last six or eight months have taken in large blocks of iron for immediate delivery and cash. That they will make large returns on their investment no one doubts. Alabama irons are more in evidence in this field than they have ever been before.

We quote for cash f. o. b. docks or cars New York:

No. 1 X standard Southern....	@11 25
No. 1 X choice Virginia, such as Shenandoah.....	@12 00
No. 2 X Alabama or Virginia....	@10 75
No. 1 soft Ala. or Virginia....	@10 75
No. 1 X lake ore coke iron.....	@14 00
No. 2 X lake ore coke iron.....	@13 50
Lake Superior charcoal.....	15 85@16 35

Philadelphia, Pa., July 25.

There seems to be a little better feeling in iron circles this week. The action of the New York banks in regard to turning into the treasury of the United States \$20,000,000 in gold has had a wholesome effect. Several large blocks of Southern iron have been sold for tidewater delivery. The demand in Pittsburg for iron and steel is better than it has been for some time.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama....	@11 25
No. 2 X standard Alabama....	@10 75
No. 1 X standard Virginia....	@11 75
No. 2 X standard Virginia....	@11 25
No. 1 X lake ore iron.....	@14 00
No. 2 X lake ore iron.....	@13 50
Lake Superior charcoal.....	@15 85
Standard Georgia charcoal.....	16 25@17 00

St. Louis, Mo., July 25.

Business is light, although a few small orders are being placed for immediate shipment.

There is reported a sale of 500 tons to one buyer, which we believe to be the largest sale made here in the last fortnight.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	@10 75
Southern coke No. 2.....	@10 25
Southern coke No. 3.....	@10 00
Southern gray forge.....	@9 75
Southern charcoal No. 1.....	@15 00
Ohio softeners.....	@16 00
Lake Superior car-wheel.....	@15 25
Southern car-wheel.....	@15 75
Genuine Connellsville coke.....	@5 00
West Virginia coke.....	@4 50

Chicago, Ill., July 25.

Except that prices are abnormally low, there is little encouragement for buyers to take hold. Faith in the future is down to low-water mark, at least it is that kind of timid faith that does not produce buyers.

The present low price ought to be an incentive for everyone to place contracts, and in ordinary times, under like conditions, there would be a sharp buying movement. Face to face, however, with the cry for a revolution of our money system, and the uncertainty of the outcome, there is little disposition on the part of buyers to take hold at any price until the future is more clearly defined.

Even the demand for carload lots is more than usually light. There is every indication that buyers are putting off until the last minute before placing even small orders. When they can put off no longer some buying will result. In the meantime, furnace companies who cannot stand the ruling prices are going out of blast, and in that direction at least the conditions that force low prices are easing up.

Were we to venture an opinion, we would say that the present would seem to be the buyers' opportunity.

We quote as follows:

Lake Superior coke No. 1 fdy..	@11 50
Lake Superior coke No. 2 fdy..	@11 00
Lake Sup. charcoal, Nos. 1 to 6.	13 50@14 50
Ohio Scotch No. 1.....	14 00@15 00
Jackson Co., O., silvery No. 1.	14 50@15 50
Alabama silvery No. 1.....	@11 85
Southern coke No. 1 foundry..	@11 35
Southern coke No. 2.....	@10 85
Southern coke No. 3.....	@10 35
Southern coke No. 1 S.....	@10 85
Southern coke No. 2 S.....	@10 60
Mannle	11 75@12 50

ROGERS, BROWN & CO.

Steam Yacht and Marine Machinery Built by Marine Iron Works, Clybourn and Southport avenues, Chicago. Free illustrated catalogue. Write them for it. †

High Telephone Rentals

May be avoided by using our City Telephone Exchange System; many in use; also Factory and Short Line Systems complete. Write us. Scott Bros.' Electric Co., Detroit, Mich. †

\$4.00 to Atlantic City and Return via Pennsylvania Railroad.

Excursion tickets, good going on 10.55 and 12.05 noon trains, Fridays and Saturdays, good to return until Tuesday, inclusive, \$4 for the round trip.

\$3.00 to Atlantic City and Return Without Change of Cars via Pennsylvania Railroad and the New Delaware River Bridge Route.

Special trains will be run through in each direction without change of cars, thus avoiding transfer through Philadelphia, leaving Union Station, Baltimore, 12.15 midnight, Saturdays, August 1, 8, 15 and 22, and arriving at Atlantic City in time for breakfast Sunday morning; returning, leave Atlantic City 6 P. M. Sunday.

\$10.00 to Niagara Falls and Return via Pennsylvania Railroad.

Special excursion train will leave Baltimore, Union Station, 8.45 A. M. July 23, August 6 and 20, September 5 and 17, consisting of Pullman parlor cars and day coaches, accompanied by tourist agent and chaperon. Excursion tickets, good for return passage on any regular train, exclusive of limited express trains, within ten days, permitting stop-over at Watkins and Rochester in each direction and at Buffalo returning, within limit. Reservations in parlor cars can be made on application to company's ticket agents.

A Handsome Book for a Two-Cent Stamp—New Publication by the D. & C. Line.

To those who contemplate taking a summer outing, we will mail for two cents postage our illustrated pamphlet, which contains a large number of fine engravings of every summer resort between Cleveland, Toledo, Detroit and picturesque Mackinac. It has many artistic half-tones of points of interest of the Upper Lake region, information regarding both short and extended tours, costs of transportation and hotel fare, etc. Address A. A. Schantz, G. P. A., Detroit, Mich.

Personally-Conducted Tours to the North via Pennsylvania Railroad.

The best and most convenient method of pleasure travel is to participate in the Pennsylvania Railroad Co.'s personally-conducted tours, as under this system the lowest rates are obtained, both for transportation and hotel accommodation, and none but the best hotels are used. An experienced tourist agent and chaperon accompany each tour to look after the comfort of the passengers. The tours take in Watkins Glen, Niagara Falls, Thousand Islands, Montreal, Quebec, Au Sable Chasm, Lakes Champlain and George, Saratoga, and a daylight ride down through the highlands of the Hudson, July 23 and August 18. Rate, \$100 for the round trip from Baltimore and Washington, covering all expenses of a two weeks' trip. Itineraries furnished on application at ticket office of the company.

A Card to the Public.

The circular sent out by the late manager of our Boston office has led many to believe that we were changing the location of some of our offices, and that the corporation which he represents is to handle our boilers. This impression is entirely erroneous. No outside concern has been authorized to build our boilers. Without infringing a large number of patents owned by us, no one can build other than a very antiquated form of Babcock & Wilcox boilers, and buyers are warned to be on their guard in dealing with anyone who offers them.

Our Boston office is maintained at its old address, No. 8 Oliver street, where we will be glad to welcome all friends and intending purchasers, and any correspondence directed to the Babcock & Wilcox Co. at that address will receive our most careful attention.

THE BABCOCK & WILCOX CO., 8 Oliver Street, Boston.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

In the Year 2500—The Wise Men of Kansas—A Fable.

Under the above title Mr. A. E. Stilwell, president of the Missouri, Kansas & Texas Trust Co., sends the Manufacturers' Record the following, which he is publishing in leaflet form:

"It was near the close of the nineteenth century—everywhere there was great depression. Railroads could not pay dividends, values were shrunken, money was idle, labor unemployed. The well-to-do could not make profits, the poor could not pay their debts, and everybody was gloomy and sad. Each man as he met his neighbor would solemnly say, in the language of the Hon. James Fadden, 'what t'ell,' and moodily pass on.

"Then there arose the wise men of Kansas. They were mighty in their day; with honeyed words they beguiled the people. They painted in colors of night the oppression of labor and the sufferings of poverty. They pictured in hues that paled the morning's rosy glow, the delights of luxury and the blessings of wealth.

"Frenzied by the intoxicating dream they exclaimed, 'Wherefore are we not all rich? Go to now! Let us abolish poverty. Let us legislate ourselves into affluence.' And the people heard and were smitten with the delicious madness.

"Then the Governor assembled the wise men in special session and thus addressed them:

"Most noble, brave and mighty yeomen, our people groan. The burden is heavy upon them. Early and late they toil and eat the bread of disappointment and bitterness. Make ye laws for their deliverance.

"We are the greatest State in the Union. We are big enough and rich enough to have a policy of our own regardless of what other States may do or may not do. Let us be patriotic. A Kansas policy for Kansas is the need of the hour. Wheat is hard to raise and the yield is light and uncertain; but we are great on corn. The notion that the price must be governed by the law of supply and demand is a superstition, by means of which the rich plunder and oppress honest toil. Make ye, therefore, a law in accordance with which sovereign and august statute corn shall be put upon a par with wheat. They shall be interchangeable bushel for bushel, and the price of corn shall be the same as the price of wheat. Do this, and the people of Kansas shall rise up and call you blessed, and all the world except the money-lenders shall hail you as the emancipators of mankind."

"The wise men passed the law as the Governor had advised and all the people of the State rejoiced, for their cribs were full of corn. They could hardly contain themselves till the Governor had signed the bill which raised the price of Kansas corn from fifteen cents to forty-five cents a bushel. All the people now felt rich. They bought many luxuries, and the most of them went in debt. They wondered that they had never before found out that wealth was simply a matter of legislation, and they felt a great pity and contempt for the ignorant and superstitious people of the other States. Then the farmers from other States began hauling their corn to Kansas. Long lines of wagons came winding along every road. Boats

floated it down the rivers and railroads rushed it in from every section of the country. It seemed as if the country was all corn and it was all headed for Kansas. The people of Kansas took their medicine, that is, they took the corn and gave up their wheat.

"The farmers from the other States thought the Kansas people were queer, but they kept bringing them their corn. Corn came in and wheat went out. And besides all the Kansas people had gone to raising corn because it was more easily produced than wheat and was to bring just as much in the market as wheat, for the wise men had decreed that it should. It was not long till Kansas had all of its own and nearly all of its neighbors' corn.

"When the other States saw this vast accumulation and knew that it must sooner or later come on to the market, the price of corn began to decline till it could be purchased anywhere except in Kansas for ten cents a bushel. In Kansas the price was still forty-five cents, which was the price of wheat, but there were no buyers. Neither would anyone exchange wheat for their corn. When the autumn came the Kansas people did not have any wheat for seed. Then they sent to the neighboring States and implored the farmers to exchange wheat at a parity with corn. But the farmers said: 'We will exchange one bushel of wheat for four and one-half bushels of corn.' 'Our law,' replied the Kansas people, 'puts corn and wheat at a parity. They are equal, for our wise men said they should be.' And the farmers replied, 'Your wise men are asses; let them eat your corn.' So the Kansans went back home, and all their people were in despair.

"The more corn they had the less it was worth, and they had nothing but corn. Day by day the times grew harder.

"Then the Governor again assembled the wise men and said to them, 'Most consummate, picturesque and glittering goll-darned fools. There is but one bigger fool than yourselves. It is he who now addresses you.

"We thought we could bluff the everlasting law of supply and demand with our statute. We thought we could legislate value into a thing and make our people rich by a law. We thought we were patriotic. We were idiotic. Let us honestly acknowledge our assinity, repeal our fool law, get back into line with the other States and imagine no more that we are wiser than the whole world. Do this, and may we live long enough to know that the other States have ceased laughing at our folly and that our own State has ceased cursing us for it."

"Then the wise men repealed the law, but it was many years before the people recovered from the effects of the corn craze.

"Moral—We are a big nation, but we are not the whole earth.

"Another Moral—Legislation can neither make nor unmake values.

"Still Another—A fool is a man who thinks all of the rest of the world are fools.

"One More—We cannot lift ourselves up by our own boot straps.

"Note.—The State of Kansas is used as an example in this fable for the reason that it produces quantities of corn. There is no intention to reflect upon the State or people of Kansas in any way."

They Read the Manufacturers' Record

Several weeks ago a notice appeared in the Manufacturers' Record to the effect that an excellent opportunity was offered for opening a bank at Albertville, Ala. L. S. Emmet, who is among the parties interested in the project, has received a number of inquiries through the notice

which was published by the Manufacturers' Record, and the indications are that the bank will be opened this fall, in which outsiders may be interested. This is only another instance which shows how widely the Manufacturers' Record circulates among Northern people who are interested in the South, and who have money to place in that section. There is a moral to this which is obvious.

Chance to Build Water Works.

L. Bates, chairman of board of public works of Gaffney, S. C., writes the Manufacturers' Record that the board is desirous of negotiating with parties who will build a water-works system in that town. The sum of \$18,000 has been voted in 6 per cent. bonds for this purpose. The board is desirous of negotiating with parties who can take the entire contract for the work, and accept bonds in payment.

A New Baltimore Financial Institution

In the organization of the United States Fidelity & Guarantee Co., another influential institution has been added to the solid financial circles of Baltimore. This company, in the personnel of its management, makes one of the strongest combinations in the country. With an authorized capital stock of \$1,000,000, and a capital of \$250,000 at the start, its organization has been perfected.

Its president is Hon. Frank Brown, ex-governor of Maryland, until recently the president of the Baltimore Traction Co., and identified with large financial resources. Mr. Charles F. Mayer, ex-president of the Baltimore & Ohio Railroad, is one of the directors. Another is Hon. Ferdinand C. Latrobe, the seven-times mayor of Baltimore. The list also embraces some of the best-known bankers and business men of the Monumental City. It includes German H. Hunt, Jas. E. Tate, Frank S. Hambleton, James E. Hooper, John Q. Adams, J. Frank Supplee, Edward J. Penniman, A. G. Hutzler, Douglas H. Gordon, Simon Rosenberg, Edward B. Bruce, Wm. H. Matthai, Robert B. Dixon, J. Winfield Henry, Jacob S. Rosenthal, Harry A. Lerch, J. Kemp Bartlett, W. B. Oliver, George J. Ricords and Moses Pels.

The new company will have as its vice-president and general manager, Mr. John R. Bland, secretary of the Merchants and Manufacturers' Association of Baltimore. Mr. Bland has been identified with the Merchants and Manufacturers' Association for sixteen years. During that time he has been in close touch with the business interests of Baltimore, and thus with the South.

New Corporations.

The Bedford County Bank has been opened at Wartrace, Tenn., by Messrs. Wilkinson & Young, formerly of Manchester, in the same State.

The American Building, Loan and Tontine Savings Association has opened a branch at Shreveport, La. L. N. Carter is president; Allen D. Norris, vice-president, and E. D. Rand, secretary and treasurer, of the local association.

New Securities.

The city of Biloxi, Miss., will receive bids for \$3000 in 5 per cent. bonds. Address H. J. Meaut, city clerk, at once.

The town of Barnesville, Ga., has determined to issue \$15,000 in bonds for an electric-light plant and new public buildings. Address town clerk.

The city of Baltimore will issue \$1,000,000 in 4 per cent. stock, redeemable January 1, 1922, for the purpose of constructing an electrical subway system. The board of finance commissioners at the city hall will give further information.

The bond issue of \$100,000, which will be submitted to a vote by the city of Columbus, Ga., on September 14, will be used for refunding purposes and in part payment for the new courthouse. The bonds will bear 4½ per cent. interest. C. B. Grimes, mayor, will give further information.

Dividends and Interest.

Bank of Montgomery, Ala., has declared a semi-annual dividend of 3 per cent.

The Planters' Rice Mill Co., of Savannah, Ga., has declared a dividend of 3 per cent.

The Tampa Transfer Co., of Tampa, Fla., has declared an annual dividend of 10 per cent.

The Charlottesville Building and Loan Association, of Charlottesville, Va., has declared a semi-annual dividend of 6 per cent.

It is announced that on August 1 the Baltimore & Ohio Railroad Co. will pay \$547,700 in semi-annual interest on its Pittsburg division 5 per cent. bonds, and on its 5 per cent. consolidated mortgage bonds.

Financial Notes.

Thomas O. Smith has been elected cashier of the First National Bank in Birmingham, Ala.

J. M. Atherton has been elected president of the Bank of Kentucky at Louisville, and Oscar Fenley, vice-president.

The reorganization committee of the Norfolk & Western Railroad system gives notice that the final instalment of \$2.50 per share must be paid on or before August 6 to the Mercantile Trust Co. of New York.

E. W. Rucker has been elected president of the Alabama National Bank of Birmingham, Ala., succeeding R. M. Nelson. Mr. Rucker is director of the Sloss Iron & Steel Co. and president of the American Coal Co., of Alabama.

The Greenwood, Anderson & Western Company has issued a prospectus of its proposed extension, which will give Charleston, S. C., an all-rail connection with the West. It explains the plans of the company, already detailed in the Manufacturers' Record, and refers to the proposed bond issue of \$1,500,000 in 5 per cent. securities which are to be placed on the market. The Central Trust Co. of New York is trustee, and R. M. Marshall & Bro. and E. M. Moreland, of Charleston, are placing the bonds. The prospectus contains an extract from the Manufacturers' Record, which shows the manufacturing possibilities of the country which the new line will traverse.

It is encouraging to note that the necessity for a more comprehensive view of sound money than is expressed in a mere gold-standard declaration is at last finding its way into Wall street. In a recent financial circular, Mr. Henry Clews says: "That some substantial concession will have to be made to the West and South there is no question; but that concession is not likely to be free coinage. * * * More currency is undoubtedly needed for facilitating cash transactions in those sections; but that want can be easily satisfied through such modifications of our banking legislation as will cause the note issues to respond readily to every real need for currency." This is a hopeful word from the centre of finance. If the bankers will really take hold of the question and demand a reform in our banking and currency system on the lines of giving elasticity to our bank-note circulation and the elimination of fiat money from our currency, the money question would be easily and promptly solved. The money question is a banking question, and the bankers should take an active part in settling it. If they continue to neglect the question, it will be dealt with by others, and perhaps less to their advantage.—Guntton's Magazine.

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A supplement to its last catalogue has been issued by the Goulds Manufacturing Co., Seneca Falls, N. Y. It shows improved pumping devices and goods not catalogued before.

Additional evidence on the utility of the Cahall vertical water-tube boiler is given in the report of Thomas Pray, Jr., a well-known consulting, constructing and mechanical engineer, of Boston, on tests made by him. The report is issued in pamphlet form, and shows some remarkable results. H. E. Collins & Co., Pittsburg, Pa., can be addressed for a copy.

JOHN L. WILLIAMS & SONS,
BANKERS,
Dealers in **RICHLAND, VA.**
Southern Investment Securities,
MUNICIPAL BONDS A SPECIALTY.
Correspondence Invited.

Receiver's Sale of the Assets of the Atlantic Short Line Railway Company.

Under and by virtue of an interlocutory decree of sale in the cause of the Central National Bank of New York, complainant, and the Atlantic Short Line Railway Company, defendant, rendered on the 25th day of June, 1896, by the Circuit Court of the United States for the Eastern Division of the Southern District of Georgia, and modified by order of July 6, 1896, I will sell as an entirety and in one parcel (save and except the cars hereinafter referred to as under lease and the lease itself), without valuation, appraisal, redemption or extension, the railroad of the Atlantic Short Line Railway Co. within the State of Georgia, including the roadbed, right of way, easements and appurtenances, tracks and rails, including spikes, bars, cross-ties (used in construction or not), switches, sidetracks, viaducts, bridges, and all and singular everything appurtenant to the same and belonging thereto, and the tools and implements of every character and description belonging to said Railway Company, including the land situate near Sofkee and belonging to said Atlantic Short Line Railway Co., and all and singular the rights and franchises of the said Atlantic Short Line Railway Co. for the operation of a railroad in the State of Georgia, under the laws thereof, at public auction to the highest bidder, before the door of the County Court House of Emmanuel County, at Swainsboro, in the State of Georgia, on the FOURTEENTH DAY OF AUGUST, 1896, between the hours of 10 A. M. and 2 P. M.

I will expose all of the aforesaid property and assets of the defendant company above described for sale at public outcry as aforesaid upon the following terms: No bid to be received for less than the minimum amount of two hundred and ten thousand (\$210,000) dollars in cash; the highest bidder under said terms being required to deposit with me as Receiver a certified bank check on some good and solvent bank for the sum of ten thousand (\$10,000) dollars, or the same amount in cash. Any person depositing said sum of ten thousand (\$10,000) dollars shall have the deposit or check returned to him by the Receiver without deduction in the event the bid accepted by the Receiver is not confirmed by the Court, unless the property is resold at the expense of the bidder, and because of his fault in failing to comply with the terms of his bid. The balance of the purchase price bid by the purchaser shall be paid within ten days after confirmation of the sale by the Court; provided that the purchaser, if he controls any of the bona fide liens and debts of the Atlantic Short Line Railway Co. which are entitled to participate in the proceeds of the sale aforesaid, shall have the privilege of turning in said liens and debts at their pro rata values as part payment of the said balance of said purchase money to the extent of said pro rata values. The said purchaser shall take said property subject to the payment of all taxes on the same for the year 1896.

Immediately after the sale of the foregoing, I, as said Receiver, will expose for sale and knock off to the highest bidder the box and flat cars belonging to said Atlantic Short Line Railway Co., and now in the possession of the Georgia & Alabama Railway, consisting of twenty-three box cars and forty-seven flat cars, subject to the terms of said lease, which permits the said Georgia & Alabama Railway to retain possession of said cars until it shall have been reimbursed for outlays in repairing said cars; and also the lease itself between myself as Receiver and said Georgia & Alabama Railway.

By the terms of said decree, it is ordered that the Receiver shall make a report of said sale and his actions and doings in the premises, and file the same in said Circuit Court within five days after said sale. That within five days after the filing of said report, or as soon thereafter as practicable, the matter of the confirmation of said sale shall be heard and determined, and the Court shall thereupon, after giving the parties to the record in said case an opportunity to be heard, determine in its discretion whether it shall confirm the said sales.

It is in said decree ordered that should

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

MIDDENDORF, OLIVER & CO. BANKERS AND BROKERS,

No. 213 E. German Street, [KEYSER BUILDING.] Baltimore, Md.
Stocks and Bonds Bought and Sold on Commission. Special attention given to Municipal and other Investment Loans. Dealers in Foreign Exchange. Drafts on Europe and Letters of Credit furnished.

SPERRY, JONES & CO.

DEALERS IN **Southern Investment Securities,**
239 East German Street, Baltimore, Md.
OUR FACILITIES ARE UNEXCELLED.

CLAPP & COMPANY, BANKERS AND BROKERS,

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STOCKS, COTTON, GRAIN.
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the Court, on or before the day of sales, as hereinbefore directed, postpone or adjourn the same to some other and later date than that now fixed, that the Receiver, at the time and place for said sale now provided, shall make public announcement of the fact of said adjournment, and said adjourned sale shall be advertised as the Court shall hereafter direct.

By the terms of said decree it was further ordered, that should the sales hereinbefore first ordered to be made and said adjourned sales, or either of them, fail to be made after due advertisements, as hereinbefore provided, and after effort made by the Receiver to make said sale in accordance with this decree, or said sales, having been made, should fail to receive the confirmation of the Court, then in that case the Court shall have power to direct a re-exposure for sale of said property and assets, upon such terms and advertisement and at such times as may to it seem best.

JOHN R. YOUNG,
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Notice is hereby given that the FINAL INSTALLMENT OF \$2.50 PER SHARE, payable by depositing stockholders, must be paid on or before AUGUST 6TH NEXT to the Mercantile Trust Company, 120 Broadway, New York.

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PROPOSALS.

PROPOSALS FOR THE CONSTRUCTION OF THREE THIRTY KNOT TORPEDO BOATS AND OTHER TORPEDO BOATS FOR THE UNITED STATES NAVY.—Navy Department, Washington, D. C., June 18, 1896.—Under authority conferred by the act of Congress making appropriations for the naval service, approved June 10, 1896, sealed proposals are hereby invited and will be received at this Department until 12 o'clock noon on Friday, the 21st day of September, 1896, at which time and place they will be opened in the presence of attending bidders, for the construction, by contract, exclusive of sea-stores, and of the ordnance and ordnance outfit of all kinds which, however, will be fitted and secured in place by the contractors, of three thirty knot torpedo boats and other torpedo boats, which vessels are, for the purpose of this advertisement, designated as Torpedo Boats Nos. 9, 10 and 11. Three torpedo boats to have a maximum speed of not less than thirty knots an hour, and Torpedo Boats Nos. 12 to 21. Ten, or fewer, torpedo boats of two types, those of type 1 to have a speed of not less than twenty knots an hour, and those of type 2 to have a speed of not less than twenty two and one half knots an hour. The contracts will provide that all the expenses of all trials prior to preliminary or conditional acceptance shall be borne by the contractors. The thirty knot boats and the twenty two and one half knot boats are to be constructed in accordance with the bidder's plans and specifications, but the general plan of a vessel of the latter kind may be examined at the Bureau of Construction and Repair, and plans of the machinery of such a vessel may be had on application to the Bureau of Steam Engineering; the twenty knot boats will be built in accordance with the bidder's plans and specifications or with those prepared by the Department, as the Secretary of the Navy may deem most advantageous, all subject to the conditions stated in the "Circular defining the chief characteristics of three thirty knot torpedo boats and other torpedo boats for the U. S. Navy," approved by the Secretary of the Navy on the 17th day of June, 1896. Copies of this circular can be obtained on application to the Bureau of construction and Repair. Plans and specifications for the construction of the vessels of Type No. 1 of the smaller boats (twenty knots) may be seen and examined at the Navy Department. Forms of proposals embracing a general statement of provisions to be included in the contracts for the vessels will be prepared, and may be obtained at any time after August 1, 1896, on application to the Navy Department, where all information essential to bidders can also be obtained. Said vessels must be completed within three months from the date of contract he will be possessed of the necessary plant for the performance, in the United States, of the work which he shall offer to undertake. The evidence thus required must accompany the proposals or be submitted to the Department in advance. Each proposal must include the construction of both the vessel and her machinery, complete in all respects, as required by the plans and specifications, and contract will be made separately for each vessel, including hull and machinery. Bidders who may desire to offer to construct two of said vessels may embrace both in one proposal, the price of each being given separately, and may propose separately for one or two vessels under one or both of the two classes of proposals as specified in the aforesaid circular. Each proposal must be accompanied by a satisfactory certified check payable to the order of the Secretary of the Navy, and the checks of successful bidders shall become the property of the United States in case they shall fail to enter into the requisite contract and to furnish the requisite security on the acceptance of their proposals. The amount of such check must be at least \$50,000 with a proposal for one vessel, or \$100,000 with a proposal for two vessels. All checks of bidders whose proposals shall not be accepted will, on the award of the contracts, be returned to them; the check of each successful bidder will be returned to him when his contract has been duly entered into and the requisite security furnished. Every successful bidder will be required to enter into a formal contract by October 8, 1896, for the faithful performance of the work, and to give a satisfactory bond for such performance in a penal sum equal to fifteen per cent. of the amount of his bid. Proposals must be made, in duplicate, in accordance with forms which will be furnished on application to the Department, enclosed in sealed envelopes, addressed to the Secretary of the Navy, Navy Department, Washington, D. C., and marked "Proposals for the construction of Battle-ships." The Secretary of the Navy reserves the right to reject any or all bids, as, in his judgment, the interests of the Government may require. H. A. HERBERT, Secretary of the Navy.

plans and specifications provided or adopted by the Secretary of the Navy. A circular defining the chief characteristics of said vessels and their machinery, and enumerating the requirements with which the plans and specifications thereof provided by bidders should comply has been prepared, and copies of the same may be obtained upon application to the Bureau of Construction and Repair. Plans and specifications for the construction of said vessels may be seen and examined at the Department on and after August 1, 1896, and forms of proposals embracing a general statement of provisions to be included in contract for each vessel will be prepared, and may be obtained at any time after said date, on application to the Department, where all information essential to bidders can also be obtained. Said vessels must be completed within three years from the dates of the respective contracts, and payments on each vessel will be made in thirty equal instalments as the work progresses, upon bills duly certified, from which ten per cent. will be reserved to be paid on the full and final completion of the respective contracts. Proposals for the construction of said vessels will be received "from every American ship-builder and other person who shall show, to the satisfaction of the Secretary of the Navy, that within three months from the date of the contract he will be possessed of the necessary plant for the performance of the work in the United States which he shall offer to undertake." The evidence thus required must accompany the proposals or be submitted to the Department in advance. Each proposal must include the construction of both the vessel and her machinery, complete in all respects, as required by the plans and specifications, and contract will be made separately for each vessel, including hull and machinery. Bidders who may desire to offer to construct two of said vessels may embrace both in one proposal, the price of each being given separately, and may propose separately for one or two vessels under one or both of the two classes of proposals as specified in the aforesaid circular. Each proposal must be accompanied by a satisfactory certified check payable to the order of the Secretary of the Navy, and the checks of successful bidders shall become the property of the United States in case they shall fail to enter into the requisite contract and to furnish the requisite security on the acceptance of their proposals. The amount of such check must be at least \$50,000 with a proposal for one vessel, or \$100,000 with a proposal for two vessels. All checks of bidders whose proposals shall not be accepted will, on the award of the contracts, be returned to them; the check of each successful bidder will be returned to him when his contract has been duly entered into and the requisite security furnished. Every successful bidder will be required to enter into a formal contract by October 8, 1896, for the faithful performance of the work, and to give a satisfactory bond for such performance in a penal sum equal to fifteen per cent. of the amount of his bid. Proposals must be made, in duplicate, in accordance with forms which will be furnished on application to the Department, enclosed in sealed envelopes, addressed to the Secretary of the Navy, Navy Department, Washington, D. C., and marked "Proposals for the construction of Battle-ships." The Secretary of the Navy reserves the right to reject any or all bids, as, in his judgment, the interests of the Government may require. H. A. HERBERT, Secretary of the Navy.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., July 15, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 12th day of August, 1896, and opened immediately thereafter, for furnishing and erecting complete either a hydraulic passenger elevator or an electric passenger elevator in lieu of the hydraulic elevator, for the U. S. Courthouse, Postoffice, etc., building at Wilmington, Del., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Wilmington, Del. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids or to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for a Hydraulic Passenger Elevator or an Electric Passenger Elevator for the U. S. Courthouse, Postoffice, etc., Building at Wilmington, Del., and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., July 14, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 11th day of August, 1896, and opened immediately thereafter, for a hydraulic or electric passenger elevator for the U. S. Custom-house and Postoffice building at Newark, N. J., in accordance with the drawings and specification, copies of which may be had at this office or the office of the Custodian at Newark, N. J. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all proposals and to waive any defects or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for Hydraulic or Electric Passenger Elevator at U. S. Custom-house and Postoffice at Newark, N. J., and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., July 17, 1896.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 14th day of August, 1896, and opened immediately thereafter, for all the labor and materials required for the erection and completion (except heating apparatus) of the U. S. Postoffice building at South Bend, Ind., in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at South Bend, Indiana. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All proposals received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the erection and completion (except heating apparatus) of the U. S. Postoffice Building at South Bend, Ind., and addressed to WM. MARTIN AIKEN, Supervising Architect.

TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., July 21, 1896.—Sealed Proposals will be received at this



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office until 2 o'clock P. M. on the 21st day of August, 1896, and opened immediately thereafter, for all the labor and materials required for the erection and completion (except heating apparatus) of the U. S. Custom house and Postoffice building at Racine, Wisconsin, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Racine, Wisconsin. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Erection and Completion (except heating apparatus) of the U. S. Custom-house and Postoffice Building at Racine, Wisconsin, and addressed to WM. MARTIN AIKEN, Supervising Architect.

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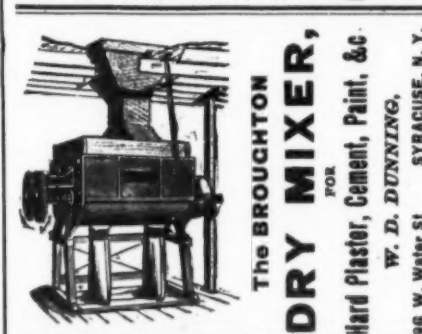
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Brotherhood, F., Receiver. 22	Electric Storage Battery Co. 40	Knowles Steam Pump Works. *	Philadelphia Steel Roofing Co. 26
Brown Hoisting & Con. Mch. Co. 2	Electrical Supply & Telephone Co. 41	Knox, Henry E., Jr. 6	Phila. Machine Steel Works. 9
Buckeye Iron and Brass Works. 32	Emerson Co. 29	L	Pickrell, Percy A. 17
Buffalo Forge Co. 42	Empire Glass & Decoration Co. 1	Lane Manufacturing Co. 27	Pittsburg Locomotive Works. 13
Bureau of Freight and Transportation, Charleston, S. C. 20	Empire Paint & Roofing Co. 6	Lawrence Cement Co. 20	Place, George, Machine Co. 23
Burnham Bros. 37	Engelberg Huller Co. 8	Leffel, James, & Co. 37	Pneumatic Engineering Co. 37
Burrows, E. T., Co. 8	Enterprise Boiler Co. 15	Leitch Pump & Machine Works. 36	Pomona Terra Cotta Co. 9
Bushnell, G. H., Press Co. 30	Enterprise Machine Works. 23	Lewis, W. S. 25	Porter, H. K., & Co. 13
Byers, Jno. F., Machine Co. 4	Erwin Hydraulic Machinery Co. 37	Lidgerwood Manufacturing Co. 4	Poulter & Co. 24
Byrne, P. 6	Etting, Edward J. 22	Link-Belt Engineering Co. 19	Powhatan Clay Mfg. Co. 24
C	F	Lombard Iron Wks. & Supply Co. 9	Pratt, N. P., Laboratory. 6
Caldwell, H. W., & Son Co. 2	Falls Rivet & Machine Co. 17	Lowell Machine Shop. 30	Prentiss Tool & Supply Co. 23
Cameron, A. S., Steam Pump Wks. 36	Fay, J. A., & Egan Co. 28	Ludlow, J. L. 6	Price & Co. 25
Cameron & Barkley Co. 39	Fay Masilla Roofing Co. 27	Ludlow-Saylor Wire Co. 8	Price & Heald. 34
Campbell & Zell Co. 15	Fernandina Oil & Creosote Works. 24	Ludlow Valve Mfg. Co. 17	Providence Machine Co. 31
Canton Steel Roofing Co. 26	Fifield Tool Co. 12, 23	Lunkenheimer Co. 42	Puech & Freret. 32
Cantwell, James 23	Fitzgerald, Louis. 17	Lynchburg Industrial Association. 22	Pulsometer Steam Pump Co. 36
Capital Traction Co. 22	Fleming Mfg. Co. 10	Lyon, A. I. *	Q
Card Electric Co. 41	Flush Tank Co. 34	M	Q. & C. Company. 13
Cardwell Machine Co. 30	Foos Gas Engine Co. 17	Main Belting Co. 10	Queen City Printing Ink Co. 35
Carlin's, Thos., Sons. 20	Foos Mfg. Co. 38	Makepeace, C. R., & Co. 6	Queen City Supply Co. 24
Carnell, George. 39	Forbes, W. D., & Co. 16	Malone & Bell. 22	Queen & Crescent Route. 1
Caroline Iron Works. 39	Force & Briggs. *	Mann & Co. 8	R
Carr, J. S. 22	Forsyth, S. C., Machine Co. 27	Manufacturers' Aut. Sprinkler Co. 32	Rawson Electric Co. 41
Carver Cotton Gin Co. 30	Fort Wayne Electric Corporation. 41	Marion Steam Shovel Co. 2	Record Printing House. 26
Casner & Curran. 34	Fort Wayne Safety Valve Works. 1	Martin, Henry, Brick Mch. Mfg. Co. 9	Reeder, John S. 26
Catlett, Charles. 6	Foster Machine Co. 31	Martinez & Maddas. 6	Reliance Gauge Co. 15
Catlin & Browne. 32	Franklin Elec. & Mfg. Co. 41	Maryland Mfg. & Construction Co. 18	Remington Machine Co. 4
C. & B. Line. 35	Freese, E. M., & Co. 39	Maryland Steel Co. 14	Repauno Chemical Co. 10
Channon, H., Co. 11	French, Saml. H., & Co. 8	Maryland Trust Co. 17	Rhoads, J. E., & Sons. 10
Chapman, Wm. A., & Co. 6	Frick Co. 16	McClave, Brooks & Co. 9	Richmond Loco. & Mch. Wks. 10
Chapman Valve Mfg. Co. 17	Froehling, Dr. Henry. 6	McCully, R. 38	Ridgmont Cement & Mfg. Co. 13
Charlotte Machine Co. 31	Fuel Economizer Co. 18	McFadden, Chas., Jr. 6	Riley's, John F., Machine Works. 23
Chattanooga Fdy. & Pipe Works. 24	G	McGowan, John H., Co. 37	Ripley Mfg. Co. 13
Chattanooga Machinery Co. 27	Gallert, S. 22	McGregor & Jackson Boiler Wks. 15	Roberts Steel Chain Belting Co. 19
Chattanooga Paint Co. 26	Gandy Belting Co. 11	McKenna, David. 1	Robertson, Jas., Mfg. Co. 39
Chattanooga Steel Roofing Co. 27	Gara, McGinley & Co. 26	N	Robins, A. K., & Co. 39
Chesapeake Belting Co. 11	Garber, D. A. 6	Maxwell-Mason Tele. Mfg. Co. *	Robinson, J. M., & Co. 34
Chesley Electric Co. 23	Garrett, C. S., & Son. 6	Mayer, Andrew. 17	Robinson, Wm. C., & Son. 39
Chester Steel Castings Co. 13	Gas Engine & Power Co. 33	McClave, Brooks & Co. 9	Robinson & Orr. 24
Chome Steel Works. 13	Gedge Bros. Iron Roofing Co. 27	McCull, R. 38	Rome Tack & Nail Co. 17
	General Electric Co. 40, 41	McFadden, Chas., Jr. 6	Ross, Josiah. 1
		McGowan, John H., Co. 37	Rowley & Hermance Co. 27
		McGregor & Jackson Boiler Wks. 15	Ruger, J. W., & Co. 17
		McKenna, David. 1	Rumsey & Co., Ltd. 36
			Ryther Mfg. Co. 34

Ads. marked thus * appear every other week.
Ads. marked thus † appear in first issue of each month.
Ads. marked thus ‡ not in this issue.

PROPOSALS.

PROPOSALS FOR THE CONSTRUCTION

OF THREE THIRTY KNOT TORPEDO

BOATS AND OTHER TORPEDO BOATS FOR

THE UNITED STATES NAVY.—Navy Depart-

ment, Washington, D. C., June 18, 1896.—Under

authority conferred by the act of Congress

making appropriations for the naval service,

approved June 10, 1896, sealed proposals are

hereby invited and will be received at this

Department until 12 o'clock noon on Friday, the

18th day of September, 1896, at which time and

place they will be opened in the presence of

attending bidders, for the construction, by

contract, exclusive of sea-stores, and of the

ordnance and outfit of all kinds which,

however, will be fitted and secured in place by

the contractors, of three thirty knot torpedo

boats and other torpedo boats, which vessels are,

for the purposes of this advertisement, designated

as Torpedo Boats Nos. 9, 10 and 11. Three tor-

pedo boats to have a maximum speed of not less

than 31 knots an hour, and Torpedo Boats

Nos. 12 to 14, Ten, or fewer, torpedo boats of

two types, those of type 1 to have a speed of not

less than 20 knots an hour, and those of type

2 to have a speed of not less than twenty two

and one half knots an hour. The contracts will

provide that all the expenses of all trials prior to

preliminary or conditional acceptance shall be

borne by the contractors. The thirty knot boats

and the twenty two and one-half knot boats are

to be constructed in accordance with the bidder's

plans and specifications, but the general plan of a

vessel of the latter kind may be examined at the

Bureau of Construction and Repair, and plans of

the machinery of such a vessel may be had on

application to the Bureau of Steam Engineering;

the twenty knot boats will be built in accordance

with the bidder's plans and specifications or with

those prepared by the Department, as the Sec-

retary of the Navy may deem most advantageous,

all subject to the conditions stated in the "Circular

defining the chief characteristics of three

thirty knot torpedo boats and other torpedo

boats for the U. S. Navy," approved by the

Secretary of the Navy on the 17th day of June,

1896. Copies of this circular can be obtained on

application to the Bureau of construction and

Repair. Plans and specifications for the con-

struction of the vessels of Type No. 1 of the

smaller boats (twenty knots) may be seen and

examined at the Navy Department. Forms of

proposals embracing a general statement of

provisions to be included in the contracts for the

vessels will be prepared, and may be obtained at

any time after August 1, 1896, on application to

the Navy Department, where all information

essential to bidders can also be obtained. Said

vessels must be completed, the thirty knot boats,

within eighteen months, and the others within

one year from date of contract, and payments

under the contracts will be made on the former

mentioned vessels in ten and on the latter in five

equal instalments, as the work progresses, upon

bills duly certified, from which ten per cent. will

be reserved to be paid on the full and final com-

pletion of the respective contracts. It is intended

to construct three or more vessels of Type 1,

those having a speed of twenty knots, and one or

more of Type 2, those having a speed of twenty-

two and one-half knots. Bidders are invited to

name the price at which they will build one, two

or three boats, in order that contract may, if

necessary, be awarded to one bidder for one, two

or three such vessels. Every successful bidder

will be required to show to the satisfaction of

the Secretary of the Navy, that within three

months from date of contract he will be pos-

sessed of the necessary plant for the performance,

in the United States, of the work which he shall

offer to undertake. The evidence thus required

must accompany the proposals or be submitted

to the Department in advance. Each proposal

must be accompanied by a satisfactory certified

check, payable to the order of the Secretary of

the Navy, and the checks of successful bidders

shall become the property of the United States in

case they shall fail to enter into the requisite

contracts and to furnish the requisite security on

the acceptance of their proposals. The amount

of such check must be at least five per cent. of

the amount of the bid, but bidders including

more than one vessel in their proposals will not

be required to submit therewith a certified check

exceeding in amount the sum of \$20,000. All

checks of bidders whose proposals shall not be

accepted, will, on the award of the contracts, be

returned to them; the check of each successful

bidder will be returned to him when his contract

has been duly entered into and the requisite

security furnished. Contracts will be made sep-

arately for each vessel and every bidder whose

proposal shall be accepted will be required to

enter into a formal contract by October 8, 1896,

for the faithful performance of the work, and to

give satisfactory bond for such performance in a

penal sum equal to fifteen per cent. of the amount

of his bid. Proposals must be made in duplicate

in accordance with forms which will be furnished

on application to the Department, enclosed in

sealed envelopes, addressed to the Secretary of

the Navy, Navy Department, Washington, D. C.,

and marked "Proposals for the construction of

Torpedo Boats." The Secretary of the Navy

reserves the right to reject any or all bids as, in

his judgment, the interests of the Government

may require. H. A. HERBERT, Secretary of

the Navy.

PROPOSALS FOR THE CONSTRUCTION

OF THREE BATTLE-SHIPS FOR THE

U. S. NAVY.—Navy Department, Washington,

D. C., June 25, 1896.—Under authority conferred

by the act of Congress making appropriations for

the naval service, approved June 10th, 1896,

sealed proposals are hereby invited and will

be received at this Department until 12 o'clock

noon, on Monday, the 14th day of September,

1896, at which time and place they will be opened

in the presence of attending bidders, for the

construction, by contract, for the United States

Navy, of three vessels, exclusive of armament,

which vessels are, for the purposes of this ad-

vertisement, designated as Battle-ships Nos. 7, 8 and

9. Three sea-going coast-line battleships of

about 11,000 tons displacement each. All armor,

armor bolts, and their accessories, required for

use in the construction of said vessels, excepting

such as may be required for the protective decks,

shall be furnished by the Government, but the

contractor is to furnish all rivets and other fast-

enings, and drill, tap and fit all holes for rivets

and other fastenings used to connect any part of

the hull framing to the armor for constructive

purposes, and fit, fix, place, and secure to the

vessels, in accordance with the plans and specifi-

cations, all of the armor, including that used in

the construction of the turrets, barbettes, con-

ning towers, and ammunition tubes, and pro-

tection for the guns and loading positions. The

contracts will provide that all the expenses of all

trials prior to preliminary or conditional accep-

tance shall be borne by the contractor. Said

vessels are to be constructed in accordance with

plans and specifications provided or adopted by the Secretary of the Navy. A circular defining the chief characteristics of said vessels and their machinery, and enumerating the requirements with which the plans and specifications therefor provided by bidders should comply has been prepared, and copies of the same may be obtained upon application to the Bureau of Construction and Repair. Plans and specifications for the construction of said vessels may be seen and examined at the Department on and after August 1, 1896, and forms of proposals embracing a general statement of provisions to be included in contract for each vessel will be prepared, and may be obtained at any time after said date, on application to the Department, where all information essential to bidders can also be obtained. Said vessels must be completed within three years from the dates of the respective contracts, and payments on each vessel will be made in thirty equal instalments as the work progresses, upon bills duly certified, from which ten per cent. will be reserved to be paid on the full and final completion of the respective contracts. Proposals for the construction of said vessels will be received "from every American ship-builder and other person who shall show, to the satisfaction of the Secretary of the Navy, that within three months from the date of the contract he will be possessed of the necessary plant for the performance of the work in the United States which he shall offer to undertake." The evidence thus required must accompany the proposals or be submitted to the Department in advance. Each proposal must include the construction of both the vessel and her machinery, complete in all respects, as required by the plans and specifications, and contract will be made separately for each vessel, including hull and machinery. Bidders who may desire to offer to construct two of said vessels may embrace both in one proposal, the price of each being given separately, and may propose separately for one or two vessels under one or both of the two classes of proposals as specified in the aforesaid circular. Each proposal must be accompanied by a satisfactory certified check payable to the order of the Secretary of the Navy, and the checks of successful bidders shall become the property of the United States in case they shall fail to enter into the requisite contract and to furnish the requisite security on the acceptance of their proposals. The amount of such check must be at least \$80,000 with a proposal for one vessel, or \$100,000 with a proposal for two vessels. All checks of bidders whose proposals shall not be accepted will, on the award of the contracts, be returned to them; the check of each successful bidder will be returned to him when his contract has been duly entered into and the requisite security furnished. Every successful bidder will be required to enter into a formal contract by October 8, 1896, for the faithful performance of the work, and to give a satisfactory bond for such performance in a penal sum equal to fifteen per cent. of the amount of his bid. Proposals must be made in duplicate, in accordance with forms which will be furnished on application to the Department, enclosed in sealed envelopes, addressed to the Secretary of the Navy, Navy Department, Washington, D. C., and marked "Proposals for the construction of Battle-ships." The Secretary of the Navy reserves the right to reject any or all bids, as, in his judgment, the interests of the Government may require. H. A. HERBERT, Secretary of the Navy.

office until 2 o'clock P. M. on the 21st day of August, 1896, and opened immediately thereafter, for all the labor and materials required for the erection and completion (except heating apparatus) of the U. S. Custom house and Postoffice building at Racine, Wisconsin, in accordance with the drawings and specification, copies of which may be had at this office or the office of the Superintendent at Racine, Wisconsin. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids and to waive any defect or informality in any bid, should it be deemed in the interest of the Government to do so. All proposals received after the time stated for opening will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Erection and Completion (except heating apparatus) of the U. S. Custom-house and Postoffice Building at Racine, Wisconsin, and addressed to WM. MARTIN AIKEN, Supervising Architect.

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Now is the time to buy and save money. Send a

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manent position; At correspondent and

typewriter; quiet, steady and industrious; pre-

sistently no bad habits; South preferred; cor-

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WANTED—By practical mechanic and ex-

perienced traveling salesman, position as

salesman, to represent manufacturer on the

road; South preferred. Address W. M. S., care

Manufacturers' Record. a21

POSITION wanted by good engineer; familiar

with general repairing; has tools. Also

familiar with erecting and running creameries.

First-class references. Address G. W. TULL,

care Manufacturers' Record. a21

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make engagement for the coming season as

buyer or grader for cotton mill. Address P, care

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WRITE ME.

I have lots of such property for sale ranging from 100 to 11,200 acres in extent.

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Knitting Mill.

We have building well situated for the purpose and want an experienced manufacturer with some capital. Local capital ready to join with a successful man.

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We want a manufacturer of experience to join local capital in erecting a plant for manufacturing Agricultural Implements and Farm Machinery, Plows, Castings, Corn Shellers, etc.

Lowest costs for iron and coal.
Best shipping facilities. Low freight rates.
Write for information. It costs nothing to get posted.

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There are six tenement houses on the property, and abundance of water for all purposes. A supply of cotton can be had at the mill doors, and no trouble to obtain the necessary labor to operate the mill. Address

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CAPITAL TRACTION COMPANY,
Washington, D. C.

BALSAM MOUNTAIN, A VALUABLE PROPERTY.

Mineralized in all directions. The minerals being Gold, Silver, Tin, Nickel, Copper, Corundum, Kaolin, Feldspar, Fourmaline, etc. A property to suit a syndicate or capitalist. Topographically unexcelled. Splendid water and timber. Near railroad; down grade. For Sale, or would capitalize. **A. S. DAVIS, PORT DEPOSIT, MD.**

GEORGIA LANDS.

Abstracts furnished. Titles Insured. Property managed and handled for non resident owners. Examinations and reports made as to the value and condition of lands. Timber lands bought and sold. Capital, \$50,000.

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409 & 411 Temple Court, ATLANTA, GA.

THE NEW CANAAN! AS SEEN BY AN OUTSIDER.

The Whole Truth About Fitzgerald, the Great Soldier Colony, and the Farming and Fruit-growing Region of South Georgia. Climate, Health, Population, Schools, Churches, Professions, Trades, Wages, Cost of Living, etc. Fifty-page book; full information; sent postpaid on receipt of price. Single copy, 10 cents; twelve copies for \$1. Address DR. JAY SHRADER, P. O. Drawer 548, Fitzgerald, Ga.

WESTERN NORTH CAROLINA LANDS

Farms, Timber Lands, Water Powers and choice City Property in the fertile Catawba Valley among the Carolina Mountains. Write for illustrated pamphlet, "Catawba Valley and Highlands."

MORGANTON LAND & IMPROVEMENT COMPANY
MORGANTON, N. C.

Kaolin and Corundum
FOR SALE.

Large deposit of superior Kaolin near railroad, and the most extensive property of massive Corundum ever found. For particulars write

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MALONE & BELL,
Promoters of

New Industries.

Fire Insurance Agents and Dealers in Real Estate, Stocks and Bonds. Loans negotiated. Correspondence solicited concerning the locating of NEW INDUSTRIES, the sale of Coal Lands and Iron Lands. Improved city property for sale or exchange.

MALONE & BELL,
No. 207 First Ave., BIRMINGHAM, ALA.

FOR SALE.

200 ACRES OF COAL

with Coke Ovens, Tipples and Mine Equipments in complete running order; capacity of mine 300 tons per day. Located near Clarksburg, W. Va., on main line of B. & O. R. R. Inquire of

D. W. JONES,
LATROBE, PA.

COAL 2000 acres on railroad and waters of Monongahela River, near Clarksburg, W. Va., consisting of Pittsburg vein 9 feet thick. Cannot be excelled for coke or gas. Perfect location. Very low freight rate. Can be bought cheap.

TIMBER 55,000 acres of finest timber land in Western North Carolina. Expert estimates that it will cut 750,000,000 feet of merchantable lumber. Title absolutely perfect. Guaranteed to come up to representations. The cherry timber alone will almost pay for the land. Price very low.

OIL Territory in Harrison, Lewis and Gilmer counties, West Virginia, ready for development. Want operators to put down test wells. We have fine tracts of coal, timber and farm lands in addition to the above in W. Va., Va., Ky. and Tenn. Full particulars on application. Address THE SOUTHERN REAL ESTATE EXCHANGE, Clarksburg, W. Va.

Sale of Valuable Iron Mining Property and City Lots.

By virtue of the decree and pursuant to the orders of the Superior Court of Gaston County, in the case of Ballard & Wiley, Trustees of B. L. Duke vs. the Bessemer Mining Company and others, the undersigned, receivers and commissioners, appointed by said court, will, on Tuesday, the 8th day of September, 1896, at 10 o'clock A. M., at the office of the Bessemer Mining Company, in Bessemer City, N. C., sell at public auction to the highest bidder, on the terms hereinafter named, the entire property, real and personal and mixed, and assets of every kind and description, belonging to the Bessemer Mining Company, corporation, consisting of about seventeen (1700) hundred acres of land in and near the town of Bessemer City, N. C., lying on both sides of the Charlotte & Atlanta Division of the Southern Railway, and constituting the valuable mining plant of said Bessemer Mining Company, machinery, tools and appliances, office furniture and fixtures, ores on hand, etc., to be sold in a body as a whole. A full, complete and more particular description of said lands and mineral and timber rights, easements and privileges, may be found on reference to the several deeds to said Bessemer Mining Company for the same, which are in the possession of the undersigned, and are duly registered in the office of the Register of Deeds for the county of Gaston, in the State of North Carolina, obtained by said Bessemer Mining Company from the following named corporations and individuals, to-wit: From the Bessemer City Mining & Manufacturing Company; from the Consolidated Manufacturing Company; from the Fidelity Bank of Durham, N. C., trustee; from J. A. Smith and wife; J. A. Pinchback; R. D. Ormand and wife; Benjamin Ormand and wife; Jacob Ormand and others.

At the same time and place the undersigned will offer for sale at public auction as aforesaid a very large number of city lots belonging to said Bessemer Mining Company, located in said town of Bessemer City, N. C., and suitable for building lots, for residence and business purposes, laid down upon W. R. Richardson's survey and map of Bessemer City, N. C., which will be designated and pointed out to purchasers on the day of sale. Also the "Fire Clay" tract of land in Cleveland county, referred to and conveyed to said Bessemer Mining Company by said Bessemer City Mining and Manufacturing Company by the deed registered in book No. 20 (deeds), page 523, in the office of the register of deeds of Gaston county, and also described in the deed to said J. A. Smith from R. N. Patterson and others, dated March 24, 1891, registered in the office of the register of deeds for Cleveland county in book No. "B. B." of deeds, page 223.

TERMS OF SALE.

One-third of the purchase money to be paid in cash on the day of sale, and the balance of the purchase money to be paid within twelve (12) months from and after the day of sale, with interest from the day of sale on the deferred payment. Possession to be given the purchasers on receipt by the undersigned of the one-third cash payment on the purchase money, and the purchaser to be thereafter responsible for, and liable to pay all taxes assessed against the property purchased by him, and title deeds withheld as security for the deferred payment. It will be optional with purchasers to anticipate and pay the deferred payments of the balance of the purchase money at any time after the day of sale, and within the twelve months aforesaid, and thereby stop the accruing of interest on the deferred payment.

Any further information desired concerning said property, and the sale thereof, may be obtained on application to the undersigned.

Dated July 3d, 1896.
J. S. CARR,
of Durham, N. C.
E. T. CARRINGTON,
of Bay City, Michigan,
Receivers and Commissioners.

FOR SALE.

Works of the Phosphate Mining Co., Limited

Under order of the
United States Circuit Court for the District of
South Carolina.

The valuable piece of property, being the works of the Phosphate Mining Co., Limited, generally called Brotherhood's, situated about 1½ miles from Port Royal, S. C. Consisting of about 24 acres, more or less. Having a river frontage on Battery Creek of 971 feet, with fine wharves, etc. Convenient for loading ocean steamers (have from this point carried down steamers loaded to 21 ft. 6 in.) The Port Royal & Augusta Railroad passes through the property and has suitable switch conveniently located.

On property is fine large open shed some 240 feet by 70 feet, brick piers, with three railroad tracks overhead. Other desirable warehouse buildings, with overhead railroad trestles from wharves, boiler-house, etc. Desirable dwelling-houses and out-houses. Fine artesian well and large brick cisterns.

A most desirable site for Cotton Mill, Manufacturing, Warehouse purposes, Ocean Shipments.

For particulars apply to
F. BROTHERHOOD, Receiver,
53 Hayne Street, CHARLESTON, S. C.

To Dredging Contractors.

For sale under order of United States Circuit Court for South Carolina.

The powerful elevator dredge John Kennedy, recently in use dredging South Carolina river phosphate rock.

Can be readily converted for ordinary dredging purposes, working in from 10 feet to 42 feet of water.

Especially constructed for dredging very hard material. Can be seen at Phosphate Mining Co., Limited, works near Port Royal, S. C.

For particulars, etc., apply to
F. BROTHERHOOD, Receiver,
53 Hayne Street, CHARLESTON, S. C.

FOR SALE.

Under order of the
United States Circuit Court for the District of
South Carolina.

A number of 120-ton LIGHTERS, very strongly built and in good condition.

One Vertical Engine, cylinder 8x8, centre crank, Greenfield make.

One Horizontal Engine, Talbot & Sons' make, cylinder 8x12, centre crank.

Two 40 horse-power Return Tubular Boilers, complete, with independent fronts, smoke stack and fittings.

One 20 horse-power Vertical Boiler, tubular, complete, with stack and fittings (new).

One Heald & Sisco Centrifugal Pump, 10-inch discharge, with vertical engine driving direct. (Rice planters' attention called to above).

A number of Williamson Friction Hoisting Engines.

One Steam Crane to lift three ton; radius of jib 15 feet.

One Steam Travelling Crane to lift ten ton; radius of jib variable up to 20 foot; gauge of track 6 feet; complete, with boiler and water tank.

One Blake Steam Pump, 10x12x12; suction 6 inch, discharge 4 inch.

One Blake Steam Pump, 4½x5½x8; suction 1½ inch, discharge 1 inch.

One Blake Steam Pump, 6x7x12; suction 3½ inch, discharge 2½ inch.

Two Blake Plunger Feed Pumps, 5½x3½x7; suction 2 inch, discharge 1½ inch.

One Artesian Well Pump (Blake), steam cylinder 8 inch by 24-inch stroke; water plunger 3 inch, with 50 feet 4 inch pipe and rods for 6-inch well.

One Screw Cutting Lathe, 12-inch swing, 3 feet 6-inch centres, with chuck, face, plates and fittings.

One Phosphate Rock Tub Washer, complete, with shafting, gears, etc., and duplicates.

A quantity of first-class second-hand Chain, ½ to 1½ inch.

Two Steel Cylinder Washers for phosphate rock, complete, with rollers and gearing.

Two pair of powerful Crusher Rolls for phosphate rock, complete, with pulleys and gearing.

Two Direct Acting Steam Elevators, with carriage, etc.; steam cylinder 15 inch by 17 feet 9 inch lift, and steam cylinder 20 inch by 16 feet 9 inch lift.

Pile Driver Frame, 1800-pound hammer and fixings.

Punching Machinery, one H. C. Pond Co.'s make, one Watson & Stillman, No. 5.

Artesian Well Tools, Tarpaulins, Platform Scales from 200 pounds to 16,000 pounds.

Eight good Rock Field Cars, 3 foot gauge; two Dumping Frames for ditto.

Dry Shed Side Dumping Cars, 3-foot gauge. Shafting, Pulleys, etc.

Assorted Piping and Fittings, etc.

Steam and Water Hose and valuable Tools, Materials, etc., etc.

For particulars apply to
F. BROTHERHOOD, Receiver,
53 HAYNE STREET, CHARLESTON, S. C.

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On property is fine large open shed some 240 feet by 70 feet, brick piers, with three railroad tracks overhead. Other desirable warehouse buildings, with overhead railroad trestles from wharves, boiler-house, etc. Desirable dwelling-houses and out-houses. Fine artesian well and large brick cisterns.
A most desirable site for Cotton Mill, Manufacturing, Warehouse purposes, Ocean Shipments.
For particulars apply to
F. BROTHERHOOD, Receiver,
53 Hayne Street, CHARLESTON, S. C.

To Dredging Contractors.
For sale under order of United States Circuit Court for South Carolina.
The powerful elevator dredge John Kennedy, recently in use dredging South Carolina river phosphate rock.
Can be readily converted for ordinary dredging purposes, working in from 10 feet to 42 feet of water.
Especially constructed for dredging very hard material. Can be seen at Phosphate Mining Co., Limited, works near Port Royal, S. C.
For particulars, etc., apply to
F. BROTHERHOOD, Receiver,
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FOR SALE.
Under order of the
United States Circuit Court for the District of
South Carolina.
A number of 120-ton LIGHTERS, very strongly built and in good condition.
One Vertical Engine, cylinder 8x8, centre crank, Greenfield make.
One Horizontal Engine, Talbot & Sons' make, cylinder 8x12, centre crank.
Two 40 horse-power Return Tubular Boilers, complete, with independent fronts, smoke stack and fittings.
One 20 horse-power Vertical Boiler, tubular, complete, with stack and fittings (new).
One Heald & Sisco Centrifugal Pump, 10-inch discharge, with vertical engine driving direct. (Rice planters' attention called to above).
A number of Williamson Friction Hoisting Engines.
One Steam Crane to lift three ton; radius of jib 15 feet.
One Steam Travelling Crane to lift ten ton; radius of jib variable up to 20 foot; gauge of track 6 feet; complete, with boiler and water tank.
One Blake Steam Pump, 10x12x12; suction 6 inch, discharge 4 inch.
One Blake Steam Pump, 4½x5½x8; suction 1½ inch, discharge 1 inch.
One Blake Steam Pump, 6x7x12; suction 3½ inch, discharge 2½ inch.
Two Blake Plunger Feed Pumps, 5½x3½x7; suction 2 inch, discharge 1½ inch.
One Artesian Well Pump (Blake), steam cylinder 8 inch by 24-inch stroke; water plunger 3 inch, with 50 feet 4 inch pipe and rods for 6-inch well.
One Screw Cutting Lathe, 12-inch swing, 3 feet 6-inch centres, with chuck, face, plates and fittings.
One Phosphate Rock Tub Washer, complete, with shafting, gears, etc., and duplicates.
A quantity of first-class second-hand Chain, ½ to 1½ inch.
Two Steel Cylinder Washers for phosphate rock, complete, with rollers and gearing.
Two pair of powerful Crusher Rolls for phosphate rock, complete, with pulleys and gearing.
Two Direct Acting Steam Elevators, with carriage, etc.; steam cylinder 15 inch by 17 feet 9 inch lift, and steam cylinder 20 inch by 16 feet 9 inch lift.
Pile Driver Frame, 1800-pound hammer and fixings.
Punching Machinery, one H. C. Pond Co.'s make, one Watson & Stillman, No. 5.
Artesian Well Tools, Tarpaulins, Platform Scales from 200 pounds to 16,000 pounds.
Eight good Rock Field Cars, 3 foot gauge; two Dumping Frames for ditto.
Dry Shed Side Dumping Cars, 3-foot gauge. Shafting, Pulleys, etc.
Assorted Piping and Fittings, etc.
Steam and Water Hose and valuable Tools, Materials, etc., etc.
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One 41-in. Geared Shear, with engine, and one 1212 Erie Engine, second-hand. Also a number of Punch and Shearing Machines, Small Rolls, etc. Write for prices. Address
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One Iron Planer, 50x50 in. x 10 ft.
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One Iron Planer, 5 ft. 26x24 in., New Haven, and various other sizes.
One Engine Lathe, 29 in. x 15 ft., Fitchburgh.
One Engine Lathe, 53 in. x 18 ft., L. W. Pond.
One Engine Lathe, 15 in. x 6 ft., D. W. Pond.
One Putnam Lathe, 14 ft. x 30 in. swing.
One 18 ft. Pit Lathe.
and various other sizes.
One 28-in. B. G. Self-feed New Haven Drill.
One 36-in. Back Geared Drill.
One 2000-lb. Ferris & Miles Steam Hammer.
One 700-lb. Eureka Steam Hammer.
One 60-lb. Bradley Helve Hammer.
One 50-lb. Dientel Spring Hammer.
One 350-lb. Steam Hammer.

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24 in. x 12 ft.
26 in. x 20 ft.
29 in. x 13 ft.
29 in. x 12 ft.
30 in. x 30 1/2 ft.
30 in. x 20 ft.
32 in. x 20 ft.
72 in. x 20 ft.
Roller Rolls, 6 ft.
10-ton Boom Derrick, with guy ropes, 10-16 ft. Vertical Boring and Turning Mill, Gear Cutter, Blower, Vises, Anvil, Cranes, &c.
Write for prices and Description.

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Second-Hand Machinery

86 in. x 18 ft. Lincoln T. G. Engine Lathe.
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54 in. x 20 ft. D. W. Pond Eng. Lathe c.r. & p.c. fd.
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34-46 in. x 16 ft. Pond Machine Tool Co. Lathe, C. Rest and P. C. Feed.
32 x 8 1/2 ft. Pond Mch. Tool Co. Lathe, very heavy
26 in. x 22 ft. Pond Machine Tool Co. Lathe, C. Rest and P. C. Feed.
24 in. x 10 ft. Pratt & Whitney Lathe, C. Rest and P. C. Feed.
20 in. x 8 ft. Pratt & Whitney Lathe, C. Rest and P. C. Feed.
16 x 6 in. x 8 ft. Bogert Eng. Lathe, P. Gib & Taper.
14 in. x 6 ft. S. Asnton Hand Lathe P. Gib, Kest and Chuck.
LOT OF SMALL ENGINE AND SPEED LATHES.
60 in. x 60 in. x 26 ft. L. W. Pond Planer.
48 in. x 48 in. x 12 ft. L. W. Pond Planer, 2 heads.
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26 in. x 26 in. x 6 ft. D. W. Pond Planer, heavy pat.
16 in. x 16 in. x 12 in. Blaisdell Crank Planer.
60 in. L.W. Pond Vert. Boring & Turn. Mill, 2 hds.
37 in. Bullard Vert. Boring & Turn. Mill, 2 heads.
No. 2 Bickford 6 ft. Full Universal Radial Drill.
No. 2 Bausch Plain Radial Drill, 4 ft., Arm.
No. 1 Warren Semi Universal Drill, 5 ft. Arm.
The Largest and Best Assorted NEW and SECOND-HAND MACHINERY in New York City.
Send for Machinery Lists.
Complete Equipments for Bicycle Factories.

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LATHES

FOR Immediate Delivery.

20 in. swing, with 6, 10 and 12 ft. bed.
22 " " " 8, 10 " 14 " "
26 " " " 16, 20 " 26 " "
30 " " " 14, 18 " 24 " "
40 " " " 16, 22 " 27 " "
50 " " " 18 and 28 " "
2d-hand 50x25 lathe with taper attachment. One of each.

Send for cuts and prices.
We have in stock constantly, all parts of lathes from 17 to 64 inch swing, except beds, so that we are prepared to furnish at short notice anything desired.

FIFIELD TOOL CO., Lowell, Mass.

NEW HARRIS-CORLISS ENGINES

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1-14x36 Cylinder Engine.....Left-hand
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1-16x36 Cylinder Engine.....Left-hand
1-16x42 Cylinder Engine.....Left-hand
1-16x42 Cylinder Engine.....Right-hand
1-20x42 Cylinder Engine.....Left-hand
1-20x48 Cylinder Engine.....Left-hand
1-22x48 Cylinder Engine.....Left-hand
1-24x48 Cylinder Engine.....Left-hand
1-26x60 Cylinder Engine.....Left-hand

ASSIGNEES:

Wm. A. Harris Steam Engine Co.
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1 13x5 Lodge & Davis Plain Turret Lathe
1 15x5'x6" Pond Lathe.
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1 15x6 Pratt & Whitney Lathe.
1 15x6 Porter Lathe.
1 16x5 Bullard Lathe.
1 16x8 Lodge & Davis Speed Lathe.
1 16x8 Toolroom Lathe.
1 16x8 Pratt & Whitney Lathe.
1 16x8 New Haven Lathe.
1 17x8 Muller Lathe.
1 17x8 Niles Lathe.
1 18x6 Lodge & Davis Lathe.
1 18x7 Pond Lathe.
1 18x8 Lodge & Barker Lathe.
1 18x9 Lodge & Davis Lathe.
1 18x10 Steptoe & MacFarlan Lathe.
1 18x10 Shepard Lathe.
1 19x6 Lodge & Davis Plain Turret Lathe
1 19x8 Lodge & Barker Lathe.
1 20x8 Pond Lathe.
1 20x12 Gray Lathe.
1 24x18 Leonard Lathe.
1 25x16 Sellers Lathe.
1 26x20 Pond Lathe.
1 27x10 Lodge & Davis Lathe.
1 30x22 Pond Lathe.

PLANERS.
1 24x24x6 Lodge & Davis Planer.
1 20x20x7 Sellers Planer.
1 30x30x7 Chamberlain Planer.
1 30x30x10 Bement-Miles Planer.
1 36x30x16 Pond Planer.
1 36x36x12 Pease Planer.
1 48x48x16 Sellers Planer.

MISCELLANEOUS.
Davis Key Seater.
24" Bickford Drill.
15" Steptoe & MacFarlan Shaper.
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1 No. 3 Kempamith B. G. Milling Mach.
1 60-in. Suspension Radial Drill.
1 5-ft. Niles Half Universal Radial Drill
1 1 1/2-in. Pratt & Whitney Cutting Off Machine.
1 8 in. Throat Colton Dbl. Punch & Shears.
1 10 in. Bench Drill.
1 Newton Key Seater.
1 No. 101 Stiles Press.
1 No. 4 Screw Machine.
1 15 in. Betts Traveling Head Shaper.
1 20 in. Sliding Head Standard Drill.
1 40 lb. L. & A. Helve Hammer.
1 15 in. Hendy Shaper.
1 Post Drill.

NEW TOOLS.
Engine Lathes 14 to 60 in. Swing.
Planers 24 to 64 in. wide.
Drill Presses 12 to 42 in. Swing.
Radial Drills 3, 4, 5 and 6 ft. Arms.
Shapers 14, 16, 21 and 26 in. Stroke.
Plain Milling Machines (4 Sizes).
Universal Milling Machines (3 Sizes).
14, 16 and 18 in. Monitor Lathes.
12, 14 and 16 in. Hand Lathes.
1 1/2 in. and 2 in. Automatic Bolt Cutters.

DAVIS & EGAN
MACHINE TOOL CO.
Successors to
The Lodge & Davis Machine Tool Co.,
CINCINNATI, OHIO. U. S. A.

CORLISS

And other Automatic Engines, also Automatic High-speed Electric-light Engines, Slide-valve Engines, Boilers, Pumps. Send for catalogue.

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"IMPROVED RICE HULLER."

Patent No. 483,899, dated October 4th, 1892, for sale. Or will give an interest in the patent to any manufacturer who will make and place on the market a number (say six) of these machines. Address

JAMES CANTWELL,
P. O. Box No. 409, WASHINGTON, D. C.

FOR SALE.

3 BOILER ROLLS.
3 SHEET-IRON ROLLS.
2 LEVER SHEARS.
POWER SHEAR AND PUNCH.
SQUARING SHEAR.
COMBINED PUNCH AND SHEAR.
All in Good Order.

BERTSCH & CO. Cambridge City, Ind.

BARGAINS IN NEW AND SECOND-HAND MACHINERY

Large stock of Corliss, Automatic and Slide Valve Engines up to 1000 horse-power. Also large stock of Boilers, Pumps, Feed Water Heaters, Shapers, Drill Presses, Milling Machines and Steam Hammers, Air Compressors and Wood-working Machinery. Also large stock of Electric Dynamos up to 600 light, and Motors of all sizes. Machinery bought, exchanged or sold on commission. Let me know your wants. FRANK TOOMEY, 131 N. Third St., Philadelphia, Pa. Warehouses, 159 Canal and 980 Beach streets.

MACHINERY FOR SALE.

Engines, Boilers, Pumps, Belting, Shafting, Pulleys and Hangers, Hand Punches and Shears, Emery-wheels, Blowers and Exhaust Fans, Steam Radiators, Portable Forges, Anvils and Vises, Steam Pipe (all sizes), Iron Tanks and Kettles, Drill Presses (hand and power), Engine Lathes (foot or power), Wood Lathes, Boring Machines. We want to buy machinery of all kinds.
ENTERPRISE MACHINE WORKS,
412 West Liberty Street, Cincinnati, Ohio.

Pumping Engine for Sale.

One Compound Condensing Pumping Engine, with Corliss Valves, built by the Holly Manufacturing Co. of Lockport, N. Y., in 1890, for the sewerage works of Norfolk, Va. This pump, with a capacity of 7,000,000 gallons against 30 pounds head, can, with minor changes, be made into a first-class pumping engine for water-works requiring a less quantity and greater head, and a bargain can be secured. It is to be replaced by a pump more suitable for the character of sewage here. For further information apply to
W. T. BROOKE, City Engineer,
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ROBT. S. ARMSTRONG & BRO.

Dealers in all kinds of

Old Iron and Metals.

also SECOND-HAND MACHINERY.
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Dynamos and Motors

100 (SECOND-HAND) FOR SALE.

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Repairing.

Factory open day and night.

Chesley Electric Co., - Hoboken, N. J.
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FOR SALE CHEAP.

Incandescent DYNAMOS.

1 50-light Edison, 1 50-light Kester, 1 60-light United States, 1 75-light Mather, 1 90-light Mather, 1 110-light Westinghouse, 1 125-light United States, 1 150-light Mather, 1 165-light Royal, 1 180-light Westinghouse, 1 225-light Mather, 1 250-light United States, 1 325-light Jenny, 1 360-light United States, 1 425-light Westinghouse, 1 450-light Edison, 1 500-light Thomson-Houston, 1 500-light Western Electric, 1 540-light Edison, 1 800-light Thomson-Houston, 2 1000-light Standard Multipolar. For complete list see our monthly BARGAIN SHEET, mailed on application; also Arc Dynamos, Motors, Power Generators, etc.

CHAS. E. GREGORY CO.,

47-49 S. Jefferson St., CHICAGO.

FOR SALE CHEAP.

One No. 6 Sturtevant Blower, with Counter Shaft.
One Blowing Engine, cylinder 8"x16".
Two Duplex Pumps 3"x2"x3"—used less than one month. Made by Snow Steam Pump Works.
One Milling Machine.
One Three-Spindle Automatic Feed Drill.
One Two-Spindle Automatic Feed Drill.
Two Speed Lathes.
Three Polishing Lathes.
The last eight machines are almost new and Perfect.

W. H. MULLINS,
SALEM, OHIO.

FOR SALE.

One CIRCULAR SAW MILL

Complete. Carriage will cut Timber sixty feet long. Has been run only a few months and is as good as new and first-class in every respect. Will be sold cheap, as it must be moved. Apply to

J. T. WOOD & SON,
BRIDGESBURG, PHILA., PA.

Saw Mill FOR SALE

TO CLOSE AN ESTATE.

Almost new, Engine, Boiler, Band Mill, two Gangs, Lath and Picket Mill, Trucks, etc. Also 6000 feet T Rails.
Sold at a bargain on very easy terms.
Address

WOOLVERTON & TINSMAN,
WILLIAMSPORT, PA.

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One pair New Stern Wheel Marine Poppett Valve Engines.

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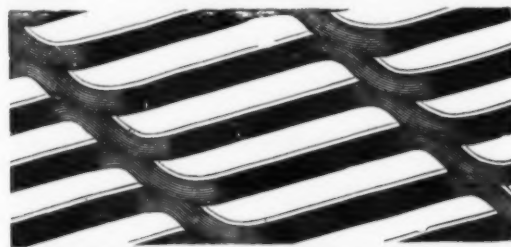
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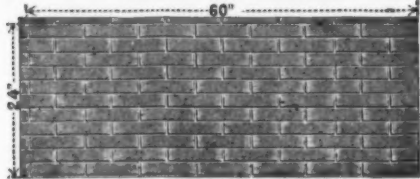


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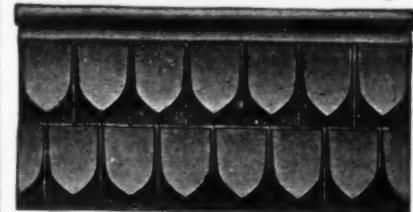
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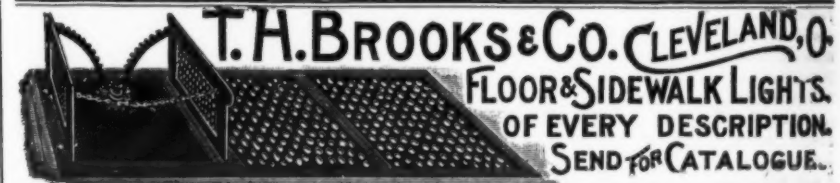
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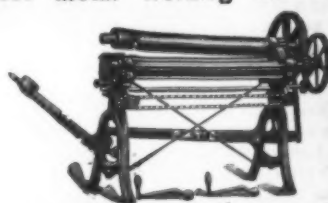
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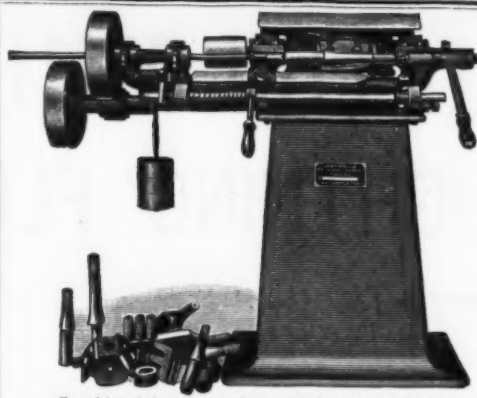
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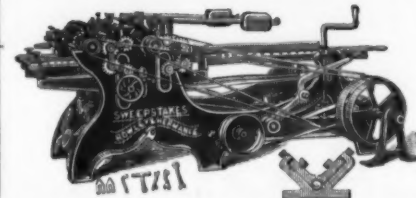
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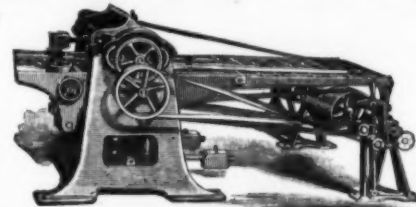
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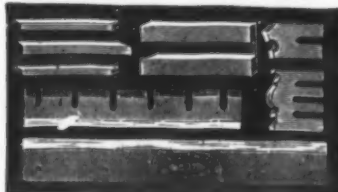
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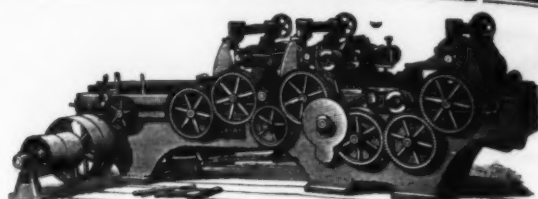
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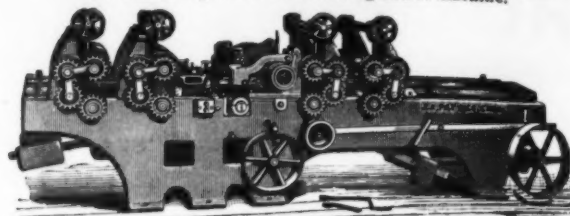
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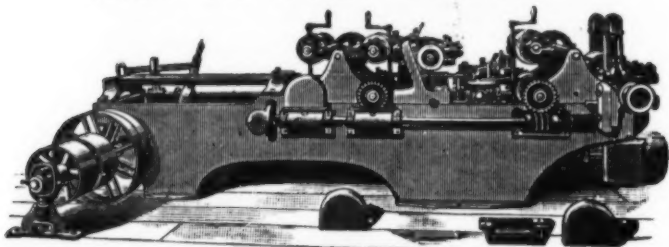
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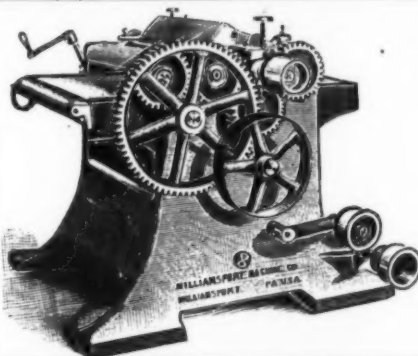
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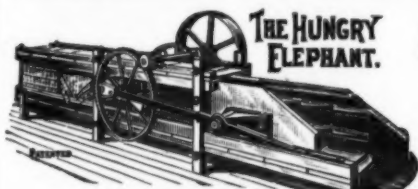
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HERE'S A DANDY SURFACER

We make it single or double,
24 inches wide,
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We make others.

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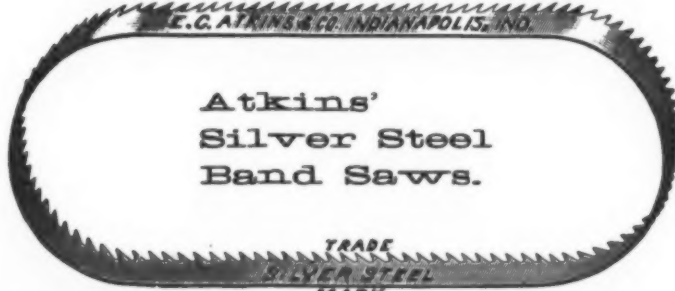
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CYLINDER SAWS RESTEELLED AND WORK GUARANTEED.

TEMPERED BY NATURAL GAS.

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Baltimore, Md.

Charleston, W. Va.

May 27th, 1896.

Gentlemen:-

We herewith hand you settlement in full for the 100 ft. "Automatic Compression" Dry Kiln which we purchased from you under a guarantee that it would dry 50000 feet per week of Oak lumber, in a manner satisfactory to us. The lumber, as you know, is used by us in the manufacture of furniture and the requirements are very exacting. After a test of the Kiln we find that it comes fully up to what you promised in the quality of the drying and in quantity of output it far exceeds your guarantee capacity.

The basis of the contract we made with you was for one inch lumber (Oak) and it comes from the Kiln in an elegant condition and bone dry. We are sure we can dry fully twenty thousand feet per week more than you guaranteed to us. We have also taken out some Oak, six quarters thick, which was in the Kiln the same length of time as the one inch and it was bone dry and uninjured. Also some half inch quarter sawn Oak, green from the saw, with the same results. We have dried Poplar squares, 5 x 5, and also 2 inch Poplar plank, both coming out absolutely perfect, being neither warped, checked or case hardened.

The Kiln is economical in the use of steam and the equipment is very complete and of the highest order, just as you promised it would be.

We have been using metal side condensing Kilns and have had a great deal of trouble in getting dry lumber although we had three of these Kilns. It took them from 18 to 25 days to dry the same lumber that your Kiln dries in a week, and the lumber from your Kiln works splendidly in our machines, not being case hardened in the least.

We cheerfully accept the Kiln and are satisfied that your system is the only one suitable for drying hardwoods and are fully convinced that the "Automatic Compression" system is "the thing."

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Roy Furniture Co
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Rolling Mill Work,
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MADE BY THE

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We are making Various Sizes, from the PLANTATION MILLS of five tons to the LARGE CITY MILL of 150 tons per day. Our Mills have all the Latest Modern Improvements in Machinery, and produce the very best results.

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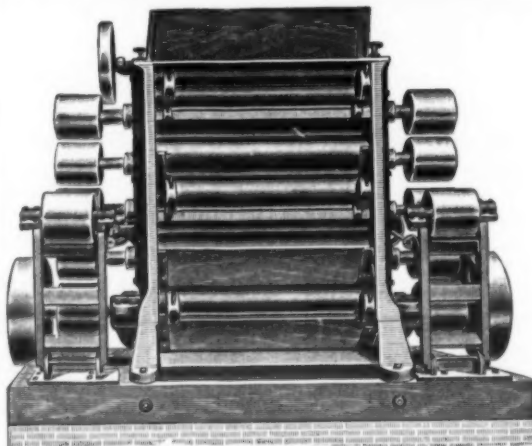
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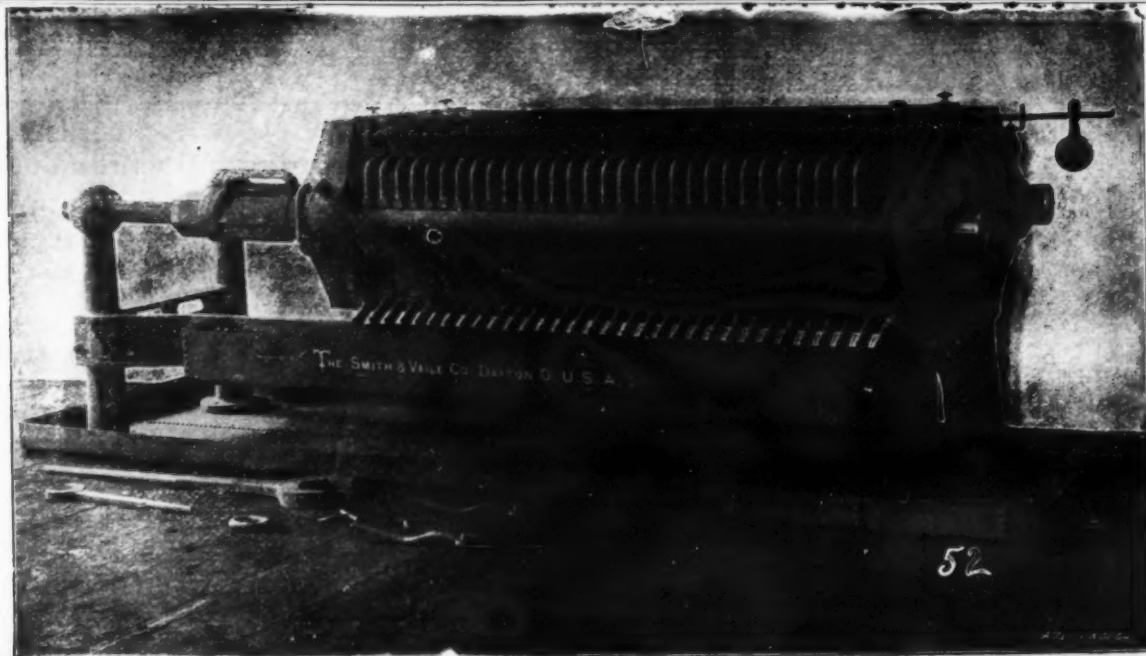
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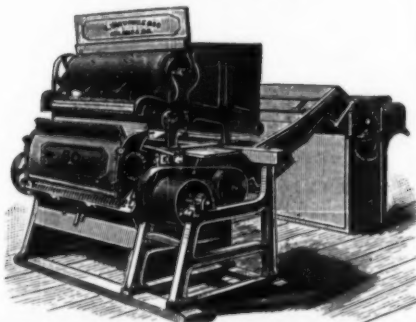
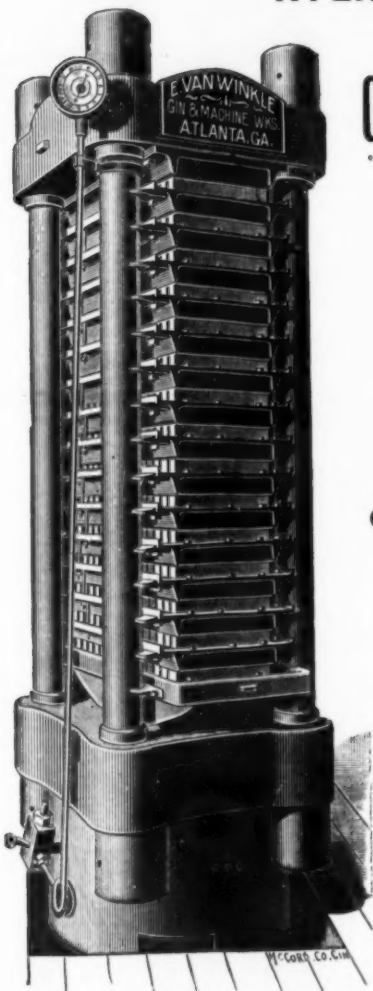
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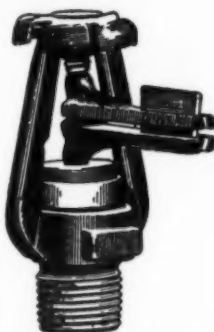
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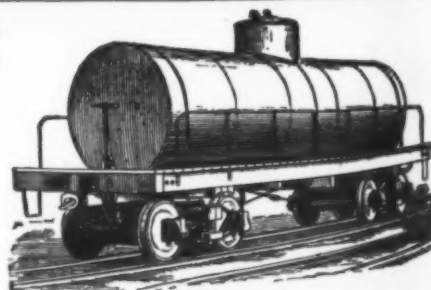
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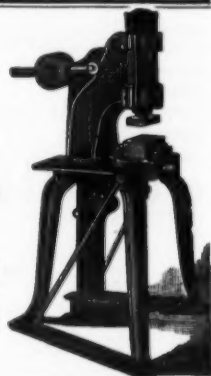
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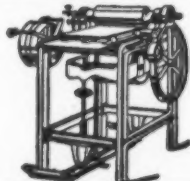
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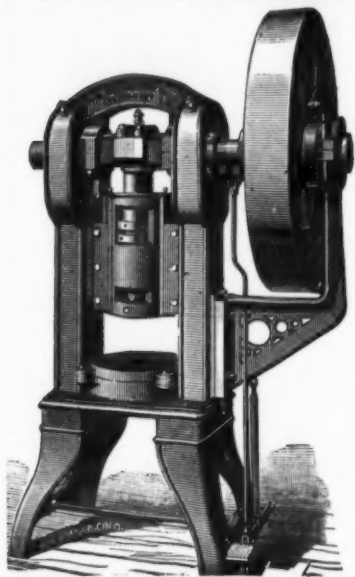
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Adjustable Power Punching

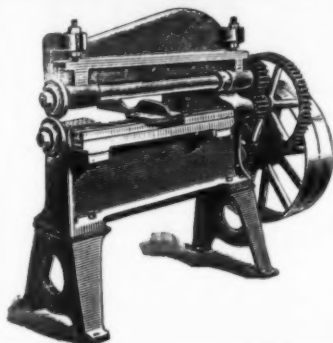
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Circular Shears or Slitter

Will Cut Plates one-quarter inch thick
or less from one inch to thirty
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IT WILL ALSO CUT SHEET METAL IN CURVES
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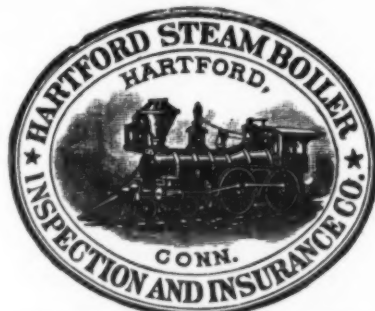
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E. C. STEARNS & CO., Makers, Syracuse, N. Y.

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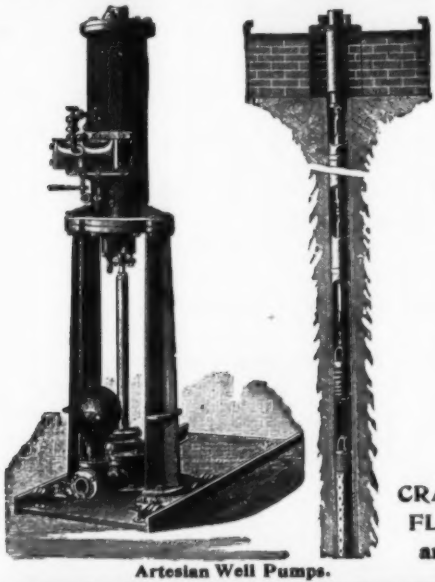
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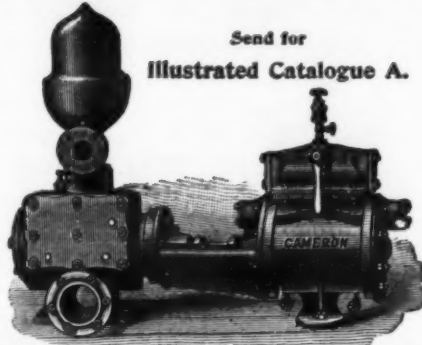


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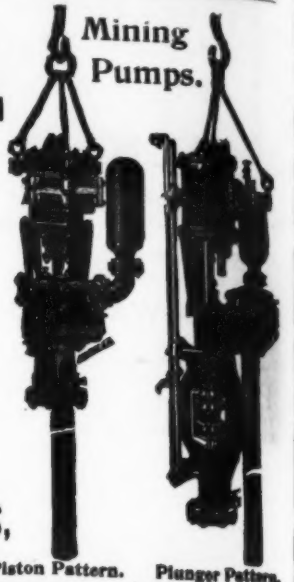
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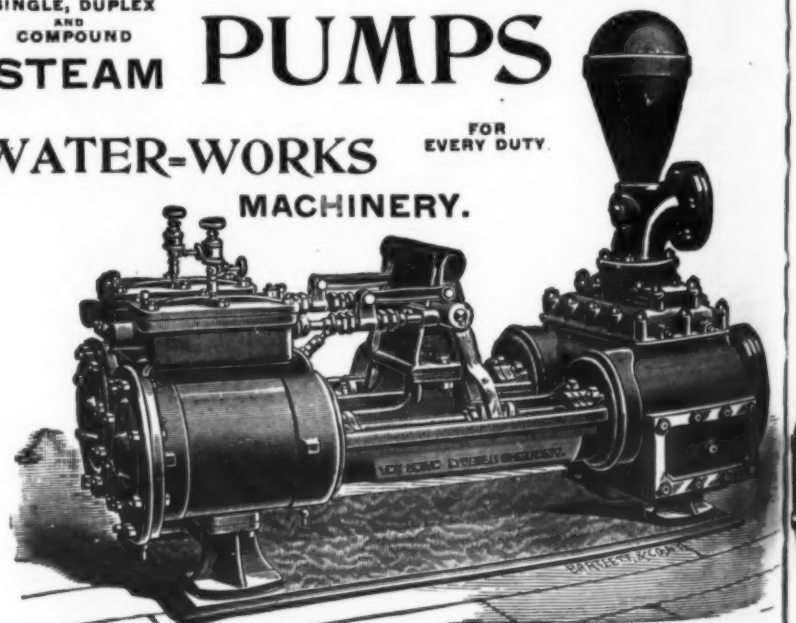
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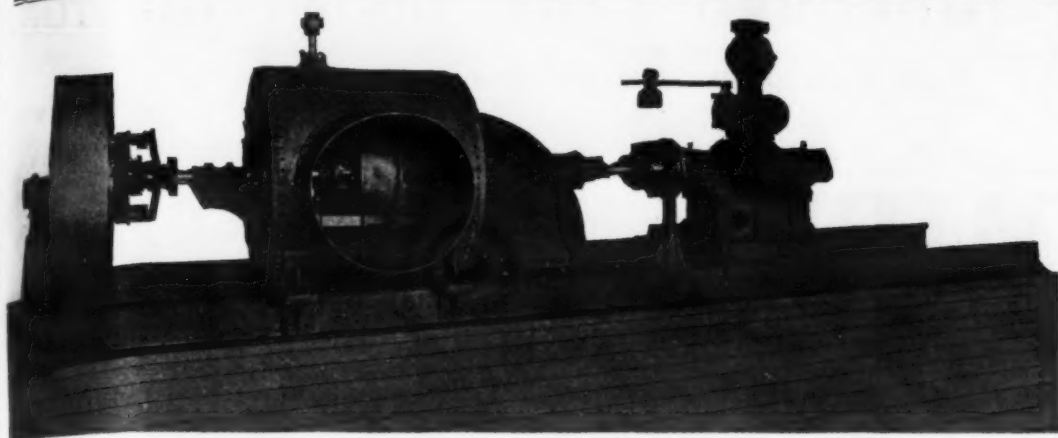


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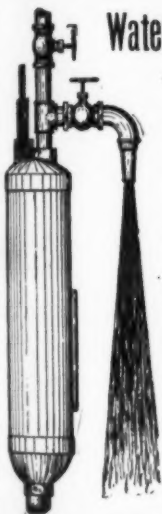
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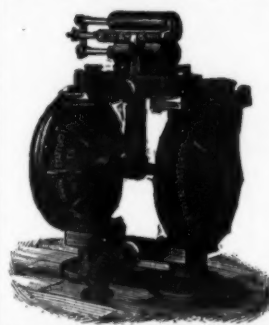
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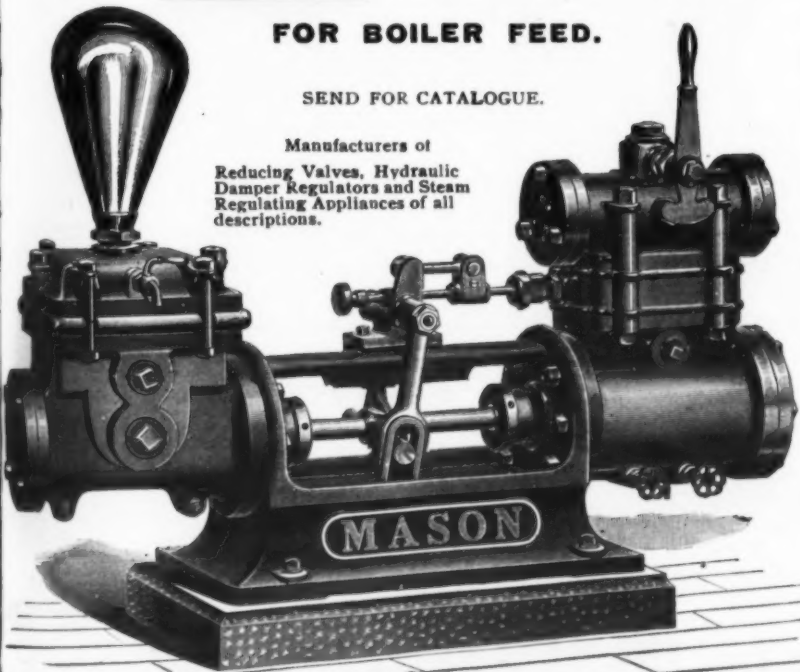
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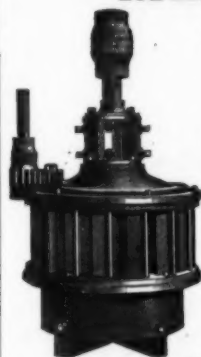
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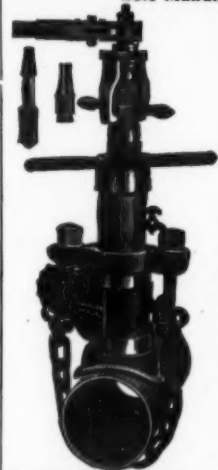
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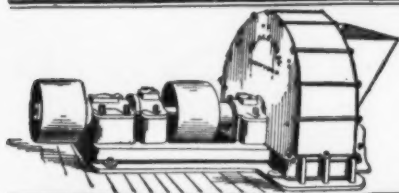
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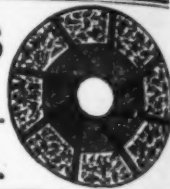
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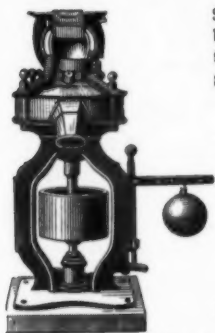
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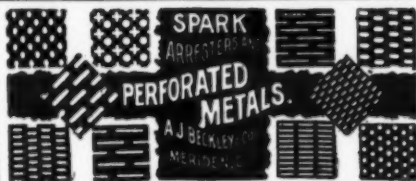
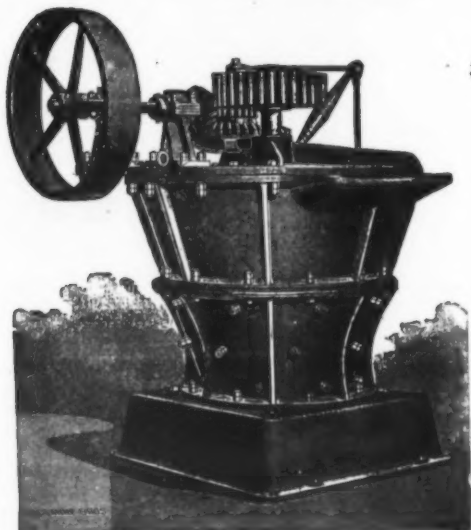
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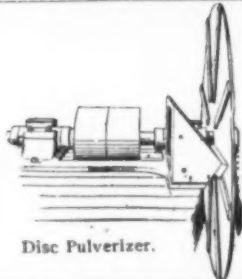
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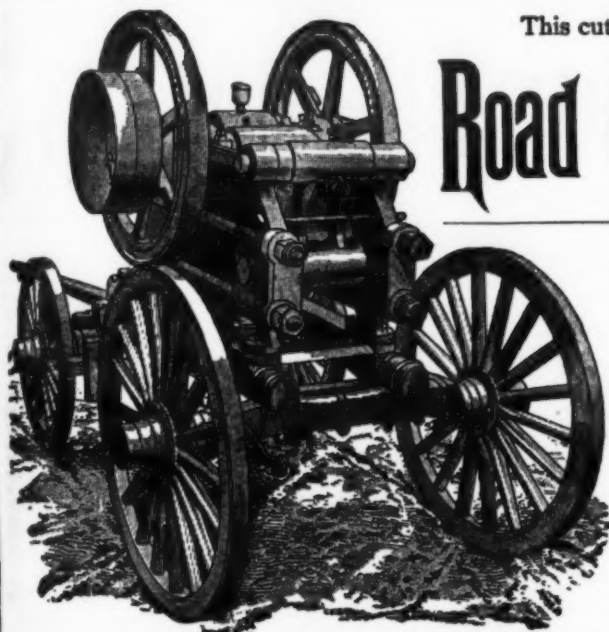
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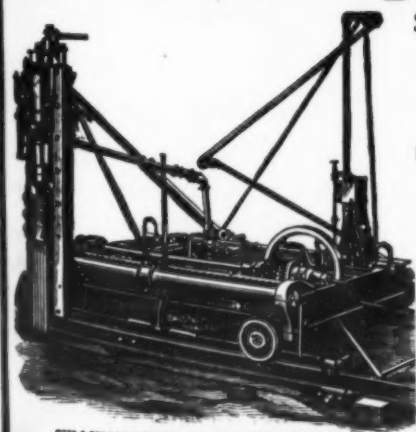
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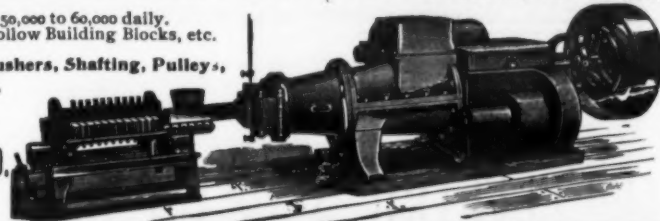
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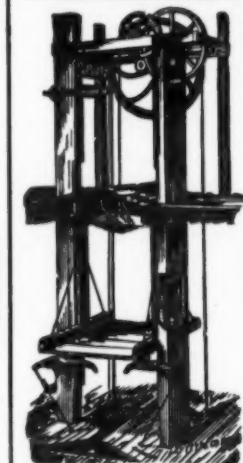
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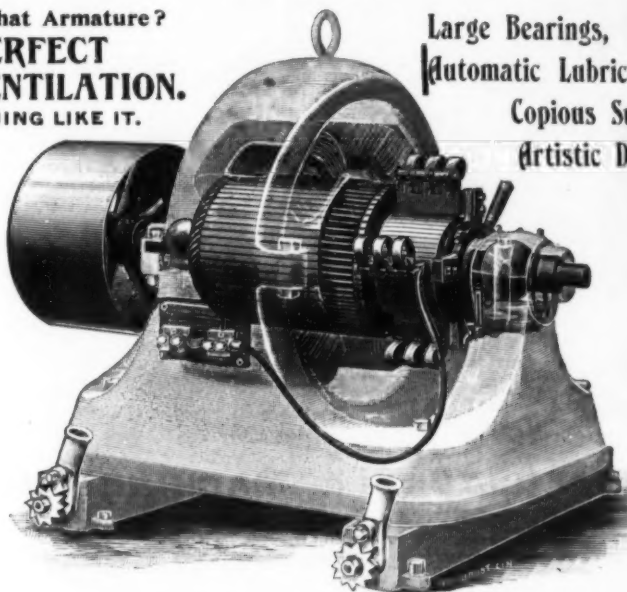
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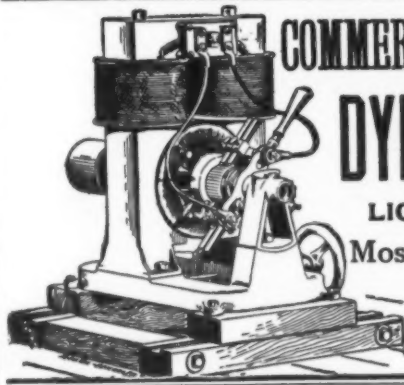
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